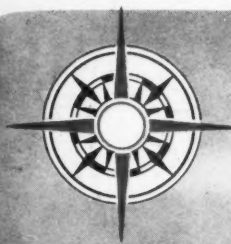


ATLANTIC FISHERMAN

APRIL, 1948



H.E.S. SOTAVENTO

the finest yacht on the seas--

Fitted throughout with **COLUMBIAN ROPE**

The SOTAVENTO on builder's trials—under U.S. Flag



His Excellency's Ship, SOTAVENTO, designed and built for President Miguel Aleman of Mexico by Higgins, Inc., is today's ultimate in the building and fitting of luxury yachts. Higgins chose the best of everything for this craft . . . so Colombian Tape Marked Pure Manila Rope was used throughout.

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COLUMBIAN ROPE COMPANY

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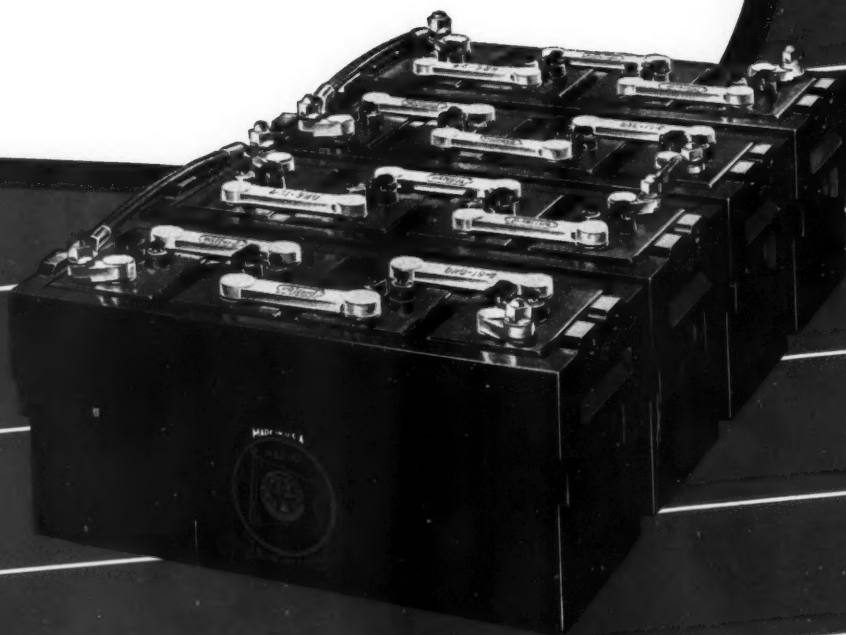
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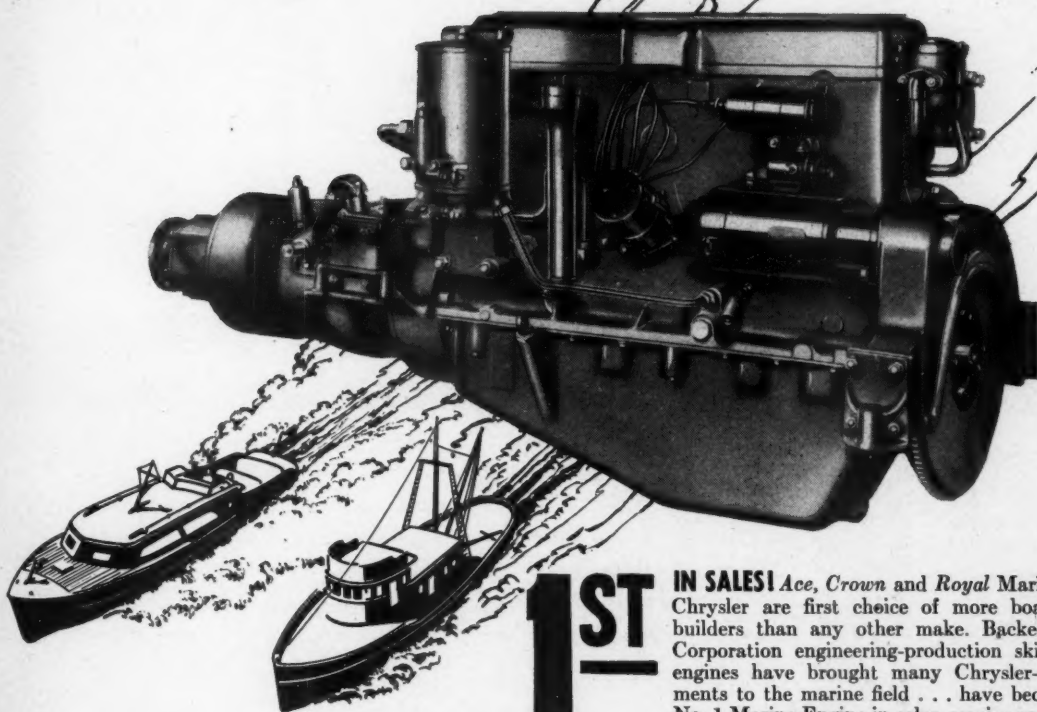
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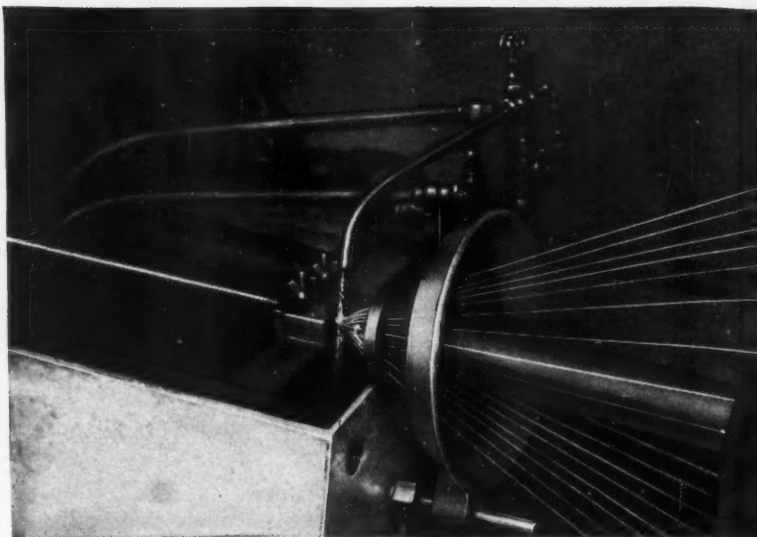


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Hot Oil Treatment for Steel Muscles

THIS 32-PAGE BOOK ON WIRE ROPE IS FREE. WRITE FOR YOUR COPY TODAY!

Thousands of wire rope users have found that the information packed in the pages of "Know Your Ropes" has made their work easier. It's full of suggestions on proper selection, application and usage of wire rope. It's easy-to-read and profusely illustrated. For your free copy, write—Wire Rope Sales Office, Wickwire Spencer Steel, Palmer, Mass.



Field lubrication of wire rope does much to prevent friction and corrosion, but it is only a surface treatment. To provide proper *internal* lubrication, every strand of Wickwire Rope is actually formed in a stream of hot lubricant. This quick-setting lubricant packs the many spaces between the wires of the strand.

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Thorough lubrication is only one step in the quality control of Wickwire Rope manufacture—but we at Wickwire believe that *every* step is important to assure finished rope that will provide the utmost in performance, safety and long life.

Wickwire Distributors and Rope Engineers are always ready to help solve your wire rope problems and supply the right rope for your needs. Wickwire Rope is available in all sizes and constructions, both regular lay and WISSCOLAY *Preformed*.

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A PRODUCT OF THE WICKWIRE SPENCER STEEL DIVISION OF THE COLORADO FUEL AND IRON CORPORATION

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ATLANTIC FISHERMAN

REGISTERED U. S. PATENT OFFICE

Covering the Production of Fish and Shellfish on the Atlantic Coast, Gulf of Mexico and Great Lakes



P. G. LAMSON, President

GARDNER LAMSON, Publisher

L. E. HALL, Editor



Editorial, Circulation and Advertising Office: Goffstown, New Hampshire

Published Monthly by Atlantic Fisherman, Inc. 25 cents a copy, \$3.00 a year

Advertising Representatives: Kennedy Associates, 60 E. 42nd St., New York 17; Nourse Associates, 412 W. 6th St., Los Angeles 14.

VOL. XXIX

APRIL 1948

NO. 3

Advertising by National Fisheries Institute is Sales Insurance

The need for advertising to insure the future success of the fish business was highlighted by President O. L. Carr in his message to the third annual Convention of the National Fisheries Institute at San Francisco early this month.

In commenting on the advantages which accrue to the industry through an adequate promotional campaign, Mr. Carr said: "There is no product on the market that lends itself so readily to proper educational publicity and advertising as fish and shellfish. An average portion provides nearly all the animal protein needed each day to help build and repair body tissue. In addition, fish are valuable sources of iodine, calcium, iron, copper and phosphorus—and also supply essential vitamins. Since fish is easily digested, it is good for everyone.

"During the war years we learned that fish and shellfish could be sold in increasing quantities. Can we hold this business and retain our proper share of the food dollar? Common sense should tell us that we cannot unless we do our part by telling the public time and time again what we have, and over a period of time teaching the housewives the proper method of preparation so that they can and will enjoy fish and shellfish.

"We recently have embarked on a National educational and publicity program to increase the per capita consumption of fish and shellfish products. When it was started last Fall it tied in closely with the Government Food Conservation Program. Aside from that, however, publicity and advertising are something that we have needed for many years, and we need it now more than ever.

"Meat prices are high and meats are not too plentiful, but that is not always going to be true. When we do have the advantage of increased sales, as at present, is the time that we should be looking ahead and preparing for the future. We are not operating our business today with an interest only in today's sales. We must look forward and prepare for what may be some lean years in the not too far distant future.

"We now have a full time Advertising Director and a program that is functioning. The fishing industry since last October, when the advertising and publicity program was launched, has gotten more publicity than it ever had before.

"From the beginning, the advertising program has had a somewhat uphill fight. The sale of fish during the war years was so great that the average man in the industry was not advertising conscious and could not see the need for it. Therefore, it meant that a handful of men had to start from scratch and inaugurate a program which would appeal to the greatest number of our members.

"You may not need advertising this minute, but the time is coming when you are going to need it badly. Everyone takes out insurance to provide for his family or himself in later years, and everyone in business takes out fire insurance, automobile insurance and many other kinds of insurance, spending thousands of dollars for these varied protections. Is it not just as reasonable to spend money for publicity and advertising to hold your business and increase your sales as the years go by?"

According to Murray Wheeler, publicity and advertising director of the Institute, the present advertising campaign is bringing in 1,000 requests a day for the Institute's new consumer booklet "Fish and Shellfish Cookery Made Easy". The

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booklet currently is being featured in advertisements running in nine National women's magazines.

The advertising program that has been launched by the National Fisheries Institute is a step in the right direction. In an advertising-minded age, when other food industries are spending large sums to promote their products, it is most essential that the fishing industry do everything possible to keep itself in the public's favor.

In order to achieve maximum effectiveness, the present program should be enlarged upon to a considerable degree. This can be done only with the whole-hearted cooperation of the entire industry.

A well-rounded program of advertising and publicity is beneficial to everyone connected with the fish business, from the man who makes the catch to the man who serves the consumer. Getting solidly behind the National Institute's program will do much to insure the future prosperity of the industry.



...one for your money...tuned to go!
THE FAIRBANKS-MORSE MODEL 31 DIESEL
...asks less time in port!

Here's a Marine Diesel that requires minimum servicing after "Stop Engines" — the Diesel that saves maintenance money, that's ready to go when it's time to shove off. Once under way, the Model 31 proves itself to engineer and owner alike by its positive, instant response, its low-cost hauls of heavy loads. To get the whole story of the Model 31, consult your local Fairbanks-Morse Marine Diesel Specialist.

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**The Model 31
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2-to-1, Heavy-Duty Reduction Gears Permit use of large, efficient propellers.

More Positive Control . . . Pneumatic finger-tip remote controls to engine, sailing clutches and forward end power take-offs.

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"More work-hours, better engine performance

with Gulf Quality Marine Lubricants"

say Fishing Boat Operators



This 45 ft. shrimp boat is owned by Grand Caillou Packing Co., Houma, La.—another reliable boat that uses Gulf quality lubricants and fuels.

BECAUSE their superior lubricating value and long life have been proved under the toughest service conditions, Gulf quality marine lubricants are preferred by scores of fishermen. Gulf oils and greases provide the kind of lubrication that means better performance of engine and auxiliaries, fewer overhauls, more work-hours, and lower maintenance costs.

If you are not now among the many enthusiastic users of Gulf marine lubricants, start now to get the many benefits they offer—call in a Gulf Lubrication Engineer and ask him to recommend the proper types and grades to fit your particular requirements.

The helpful counsel of a Gulf Lubrication Engineer—and the Gulf line of more than 400 quality lubricants—are available to you in every commercial port from Eastport, Maine, to Brownsville, Texas. Write, wire, or phone your nearest Gulf office today.

Gulf Oil Corporation • Gulf Refining Company

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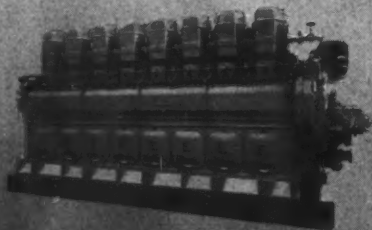
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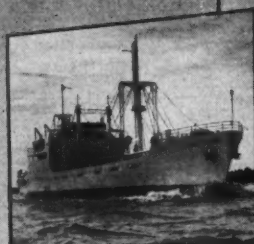
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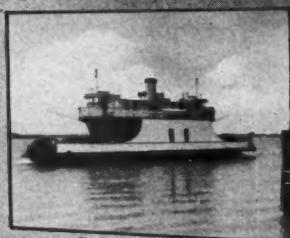
Cargo Ship Angale Higgins



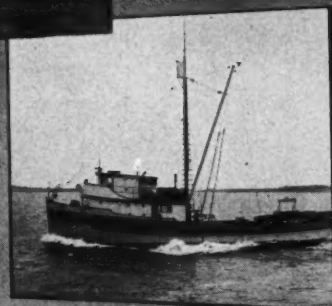
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Diaper Barbara C. Angell



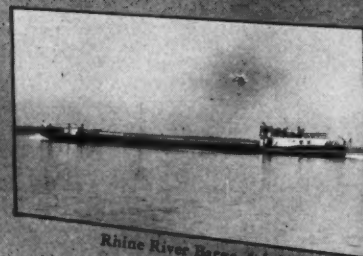
Ferry Boat Galveston



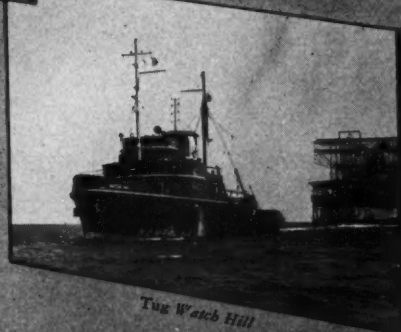
China Seiner Los Angeles



Dredge Caribbean



*Rhine River Barge Arbo**



Tug Watch Hill

*Photo courtesy Ingalls Shipbuilding Corp.

The Sounding-Lead

TIDELANDS BILL—The right of the various States to control fishing in their waters will not be part of the tidelands bill which reaches the Senate and the House floors, Congressional spokesmen claim. As reported by a subcommittee of the House Judiciary Committee, H.R. 5992, the newest bill on the subject, contains no reference to fisheries.

The bill sets forth the following: "The United States retains all its powers of regulation and control of said lands and navigable waters for the purpose of commerce, navigation, National defense, and International affairs except those rights to the ownership, use, development and control of the lands and natural resources, which are recognized specifically, confirmed, established, and vested in the respective States and others by the first section of this Act."

In the body of the bill, it is provided that tidelands jurisdiction shall be determined according to the boundaries in existence when the various States affected became members of the Union. States which had not previously claimed jurisdiction over tidelands, including the States along the Great Lakes, would be limited to three miles.

The sub-committee not only failed to report out the Colmer Resolution, which would have transferred tideland fisheries to the control of the Federal Government, but did not heed the requests of others who wanted the bill to say specifically that control of the fisheries would remain with the States within the territorial limits defined.

Attorney General Tom Clark disclaimed any intention on the part of the Federal Government to take over jurisdiction of the fisheries. "There is nothing in the California Tidelands Oil Case," he told the subcommittees of the Senate and House Judiciary Committees, "that is intended to disturb the control exercised by the States over the taking of fish and other forms of marine life in the marginal sea. The Government disclaims any intention to disturb such control by the several States. There is no basis for assertions that the Supreme Court's decision interferes with or withdraws any such powers heretofore exercised by the States."

CANNED OYSTER FILL—A new Food and Drug Administration regulation on the percentage fill required for all sizes of oysters when canned became effective on April 1. Before 1942, the regulations only applied to oysters weighing less than 1 ounce each and required that the drained weight of the oysters in a can should have not less than 68% of the capacity. Oysters of this size were packed on the Atlantic and Gulf coasts. The new regulation requires that the drained weight of the oyster meats shall be not less than 59% of the water capacity of the can and applies to all sizes of oysters.

WAGE-HOUR HEARINGS—Hearings on new wage-hour bills, of which there are approximately 12, were to begin April 19. A new bill, sponsored by Senator Ball of Minnesota, authority on labor legislation, would exclude all branches of fisheries operations from wage and hour provisions. "Any employee employed in the catching, taking, harvesting, cultivating, or farming of any kind of fish, shellfish, crustacea, sponges, seaweeds, or other aquatic forms of animal or vegetable life, including the going to and returning from work and including employment in the loading, unloading, or packing of such products for shipment or in propagating, processing, marketing, freezing, canning, curing, storing, or distributing the above products or by-products should be exempted," Senator Ball said.

The Administrator of the Wage and Hour Division, Department of Labor, on March 9 issued an interpretation of the Fair Labor Standards Act as it applies to the seafood and fishery exemption.

"The Division has taken the position that the exemption provided by section 13 (a) (5) of the Fair Labor Standards Act will be deemed applicable even though some non-exempt work (that is, work of a nature other than that which characterizes the exemption) is performed by the employee during the workweek, unless the amount of such non-exempt work is substan-

tial. For enforcement purposes, the amount of non-exempt work will be considered substantial if it occupies more than 20 per cent of the time worked by the employee during the workweek."

OYSTER DAMAGE CLAIMS—Congressman Sasser of Maryland has sponsored a bill conferring jurisdiction on the Court of Claims to hear and determine certain claims of oyster growers for damages caused to oyster beds in the United States from wartime naval operations. Damages sustained during the period from May 27, 1941 to January 1, 1947 would be included. Suits would have to be instituted within two years after the effective date of the act, if the bill becomes law.

IMPORT SITUATION—So far in 1948, the import situation is more unfavorable to the domestic industry than in 1947, but not as unfavorable as during the first quarter of 1946. There are some puzzling aspects of the situation, however. It appears, for one thing, that the State Department's failure to allocate quotas to each nation exporting groundfish fillets has increased the amount of fish unloaded in U.S. ports. With the quota established as a lump amount, the exporting nations rush to get in as many fish as possible under the quota allotment, and some shipments do not arrive in time, but are nevertheless easy to sell even at the tariff of 2½¢ per pound. If quotas per country had been set, some believe there would not be such a rush, and total imports might be lower.

Imports during January, February and March of 1948 totalled about 11,434,851 lbs. (through March 27), as compared to 5,341,400 lbs. during the first quarter of 1947 and 12,375,309 lbs. during the first quarter of 1946. The quota total for the first quarter, 6,232,547 lbs., was reached February 16. During March imports from Canada and Newfoundland diminished, indicating that these countries would prefer to export at a tariff of 1⅞¢.

FISH FOR RELIEF—The industry has succeeded in having authority to purchase fisheries products written into the European Relief Program bill. Section 112(d) of the bill states that the term "surplus agricultural commodity" is any such commodity or product thereof in excess of domestic requirements, and includes any domestically produced fishery product defined by the Secretary of Agriculture to be surplus. Actual purchase of United States fish, however, will be as much the province of the proposed Economic Cooperation Administration, which would administer foreign aid, as of the Agriculture Department.

Congressman Bates of Massachusetts, who was one of those responsible for having fish included in the bill, called attention to the fact that the Army Quartermaster Corps has executed a contract with Newfoundland for over 40,000,000 lbs. of pickled herring, and that other purchases of foreign fish are being made, without giving the domestic industry a chance to bid. He described as misleading a statement that ERP countries have surpluses of canned fish, and therefore there is no need for importation of canned fish. Tariff Commission data, he insisted, reveals that these surpluses are luxury or high-cost items, not relief foods.

The House has unanimously adopted the Bates amendment to the Agricultural Appropriations Bill, which would make it possible for the Department of Agriculture to assist the fishing industry in establishing foreign markets. Congressman Bates urged the amendment to authorize personnel of the Agriculture Department to investigate the foreign situation and ascertain how domestic fishery products can be used. The amendment was to be considered by the Senate the middle of April.

FISH IN SCHOOL LUNCHES—H. C. Albin, who is in charge of the School Lunch Program for the Department of Agriculture in Washington, has revealed that reports are quite gratifying concerning the use of frozen and canned fish in school lunches, in spite of the fact that fresh and frozen fish dealers in some areas did not bid at all when the Department sought frozen fish for schools.

(Continued on page 49)



Bendix Recorders—always known for their simplicity and ease of installation—now features three outstanding improvements in the new 200 feet-200 fathom Model.

FIRST—There are only 2 component parts—the Recorder, and the Transducer. This simplification, *which only the new Bendix Recorder offers you*, means far easier and cheaper installation and upkeep. It is now only necessary to install the Recorder in a convenient location and run the cable to the transducer. Junction boxes with their terminal connections, outboard transducer, other gear are eliminated.

SECOND—The new Bendix Transducer is only 3 inches in diameter and is supplied with its own *miniature* sea chest. Once this transducer is installed it may be removed for inspection or service without dry docking the vessel.

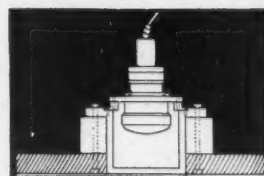
THIRD—The new Bendix incorporates important improvements in the electronic unit, increasing its trouble-free efficiency. All of the other exclusive Bendix features including the big, easy-to-read chart which continuously records a natural profile of undercraft conditions have been retained making this the latest, most advanced Recorder on the market today. Ask your local dealer for a demonstration or write us for complete information.

PACIFIC DIVISION, BENDIX AVIATION CORPORATION

11600 Sherman Way, North Hollywood, California

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NEW SEA CHEST INSTALLATION FOR TRANSDUCER—Easily serviced from inside hull. Eliminates pulling boat for service.



Bendix has eliminated multiple transducers, junction boxes, amplifiers, driver units, dual oscillators, motor generators, terminal connections and other causes of costly installation and service expense.



Full nets for high net profits

—with "Caterpillar" power

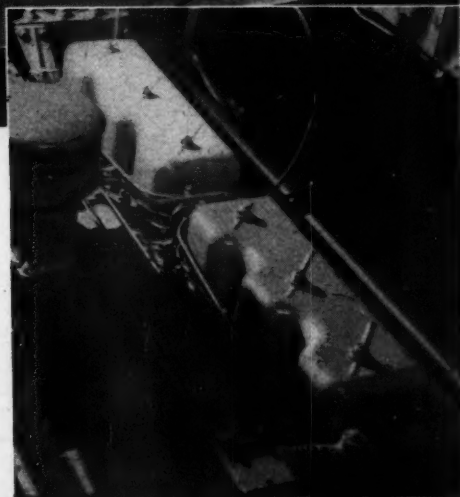


The "Dona Gay II," out of Port Dover, Ontario, Canada, has a power plant as trim and sturdy as her 62-foot hull. Driving a 41" x 36" propeller through a 2:1 reduction gear, a "Caterpillar" Diesel D13000 Marine Engine pushes her through the water at speeds as high as 12 knots.

With five miles of gill nets to set and haul in, the "Dona Gay II" must handle easily, and Skipper Basil Parker has her under control all the way. "When we set the nets, our 'Caterpillar' Diesel unit runs steadily at 250 R.P.M.," he says. "And when we pull 'em in, it idles down to the right speed without our having to slip the clutch."

Along with their versatility, you can count on "Caterpillar" Diesel Marine Engines to get you out to the grounds and back to port day in, day out—without costly losses for down time. That's why Skipper Parker says, "I've been fishing for 30 years, using steam, gas and Diesel for power, and my D13000 has everything beat."

CATERPILLAR TRACTOR CO. • PEORIA, ILLINOIS



CATERPILLAR
DIESEL

*Marine
Engines*



FOR every type of fishing vessel, Sperry provides suitable automatic steering equipment that pays out in more accurate navigation—in shorter runs, time saving, fuel economy.

Along with a Sperry Gyro-Compass to set you on the straightest, shortest course, use Sperry Gyro-Pilot equipment to steer that course *automatically* . . . to get you there and back in record time. What's more,

"Metal Mike," the automatic helmsman, will give relief to the tiresome and often tough job of wheel-tending—will release all hands for quick work when it counts most—and, when the catch is aboard, will help you

steer a direct course for market without a minute wasted!

Wherever your catch, whatever your craft, Sperry automatic steering will keep you on the course to more efficient operation and better profits.



SPERRY GYROSCOPE COMPANY

DIVISION OF THE SPERRY CORPORATION • GREAT NECK, N.Y.

NEW YORK • CLEVELAND • NEW ORLEANS • LOS ANGELES • SAN FRANCISCO • SEATTLE

"See our exhibit at the 3rd National Marine Exposition"

Three Methods of Preserving Fish Nets

By F. E. Firth and C. B. Carlson*

ASIDE from normal losses, all fishing gear must eventually be replaced because of chafing, oxidation, and bacterial action. Continuing investigations by the Fish and Wildlife Service indicate that by properly treating nets, these causes of deterioration can be reduced materially. The suggestions in this article are intended to re-acquaint fishermen with some of the easier and more practical methods of preservation which are not unduly time-consuming.

The three general types of preservatives in common use are coal tar, copper containing compounds, and tanbark extracts which may be used singly or in combination. Coal tar, and to some extent pine tar, are used primarily for "heavy nets", pounds, traps, otter-trawls, and seines, where abrasion is an important factor. "Light nets", gill and trammel nets, and light seines are of soft texture, and require a non-hardening preservative.

Copper Treatment

Copper treatments generally are indicated when a light, soft, pliable twine is desirable. Copper oleate and copper naphthenate are widely used for preserving light nets, but it is not a permanent preservative. Because it is slightly soluble in water, the compound gradually leaches out of the net; thus the treatment must be re-applied periodically.

The copper oleate or naphthenate should have a copper content of at least 6 to 8% and from 1 to 5 lbs. of the paste may be used per gallon of kerosene depending upon the use of the gear. Superior penetration is obtained when the gear is immersed for several hours rather than the customary 5 to 15 minutes. Experiments indicate that the life of netting may be nearly doubled by a "refreshing" treatment, consisting of 1 or 2 lbs. of copper compound per gallon of solvent applied every 30 days for salt-water use and more often for fresh-water.

Nets treated with copper compounds should be stored in a well-ventilated, shady place, as direct sunlight oxidizes the preservative and renders it crumbly and useless. In addition, the twine itself is weakened as a result of this oxidation.

Copper sulphate (bluestone) exercises a marked preserving action on linen thread and gives fair results with cotton. Nets and lines periodically treated with bluestone take on a blue color indicating that there is some fixing of the copper compound. Since it has remarkable slime and dirt removing properties, however, bluestone should be regarded as a cleaning agent rather than as a preservative.

A dip of common, copper ship bottom paint has given excellent results on pound nets where barnacle and vegetable growths have proved irksome. As dried copper paint is quite brittle, any surface accumulation will disappear if the twine is subject to much bending. Copper paint has been quite successfully used as a preservative for lacing twine on seines, thus avoiding the undesirable characteristics of freshly-tarred twine.

Oxidation of textile fibers is accelerated in the presence of copper compounds, and deterioration results. Copper treatment, other than with bluestone, therefore, is not recommended within 15 days prior to the end of the season.

Tar Treatment

Application of coal tar offers a simple and effective means of preserving heavy nets. Fisheries specifications coal tar, a vertical retort tar, sometimes called "seine tar", is recommended for best results. This product may be obtained through most supply stores. If for any reason it is necessary or desirable to thin the tar, water-gas-tar oil with a viscosity of less than 2.00 at 40°C. is recommended.

The tar should be heated in a water jacket or steam-coil heated tank. If the tarring must be done in direct-fired receptacles, such as iron kettles or cut-off oil barrels, the tar should be continuously stirred to prevent local overheating and charring of the webbing. The temperature of the tar should

be between 150°F. and 180°F. This temperature range is adequate to give good penetration and will not burn or char the webbing. Common practice has been to test temperature by touch, but this is very unreliable.

Nets should be clean and thoroughly dry before the tar treatment is applied. The steam pipes should be checked for leaks; since any escaping steam will form a film of water on the surface of the tar, which will wet the net and cause inadequate penetration wherever this water absorption occurs.

Three-minute immersion should insure adequate penetration. Many fishermen consider it good practice to run the freshly-tarred net through a wringer to remove the excess tar, then immerse the tarred net in fresh water for at least 12 hours to leach out water-soluble products considered harmful to netting. The netting should be hung in a shaded place with free air circulation, because direct sunlight in the drying process is sometimes harmful.

Various modifications of the coal-tar treatment for netting have been developed, and several good commercial products are available through fishery supply houses. Experiments by the Fish and Wildlife Service indicate that a mixture of copper oleate or naphthenate, benzene, and coal tar, which readily can be prepared by fishermen, is an excellent treatment to reduce fouling. The proportions are 4½ gals. of benzene and 5½ gals. of coal tar for each 15 lbs. of copper oleate or naphthenate. The copper compound should contain at least 6 to 8% copper, and be dissolved in the benzene before being added to the coal tar. A mixture of this type has the advantage of giving satisfactory penetration without heating. Because of its highly inflammable properties it should be kept away from flame.

Treatment with this mixture results in a lighter and more flexible net, and greatly reduces drying time. The preservative action will be improved if the nets are stored in the shade or under shelter, because sunlight causes the copper oleate or naphthenate to lose its effectiveness. Periodic application of the mixture is recommended.

Excellent results have been obtained in experiments with chrome-tanned netting subjected to a final tarring treatment.

Tanning Treatments

Treatment of netting with cutch or tanbark extracts is one of the oldest methods of preservation in use, and is still highly recommended where a light net is desired and color is not objectionable. Tanning is quite simple if the necessary tanks are available.

The treating solution is made by dissolving cutch extract in boiling water in the proportion of 6 lbs. to 12 gals. If cutch is not available, or tanbark is preferred, 13 lbs. of oak or hemlock bark may be substituted in the same volume of water. It is recommended that the net be immersed in the near boiling solution for 12 hours. A direct-fired kettle may be used for this purpose, but a water-jacketed tank or one heated with steam coils is preferable. When direct-fired kettles are used, a grid is recommended to prevent the net from coming into contact with the bottom of the kettle. If no further treatment is contemplated, the netting should be thoroughly dried in a shady place until ready for use.

The gear should be treated at regular intervals to give maximum life. The frequency of treatment depends upon the conditions of use and the amount of foreign material. A few fishermen give their nets a refreshing treatment after 6 days' use, but the average is probably nearer 25 days. It is recommended that successive treatments be applied before there is noticeable fading of color. If the net is exposed to severe slime conditions, common salt should be sprinkled throughout the net at the end of each day's operations and the net be re-tanned at least every two weeks.

To effect a superior tanning, the freshly-tanned and drained net may be given a subsequent chrome fixing-bath. This will increase the stability of the tannin, resulting in better preservation. The bath is made up by dissolving 4 oz. of potassium dichromate (redstone) in 12 gals. of boiling water. The net should be boiled for 15 minutes then immediately given a rinse in clear water.

*Former technologist, and fishery engineer, respectively, U. S. Fish and Wildlife Service.

"Albatross III" Dedicated to Research

The Once Famous Fishing Trawler "Harvard" Converted to an Able Fisheries Laboratory

ON March 19 in Boston Secretary of Interior Julius A. Krug commissioned the first of what is hoped will be a fleet of government research vessels to roam the high seas in search of greater food sources. The vessel is the *Albatross III*, to be operated by the U. S. Fish and Wildlife Service.

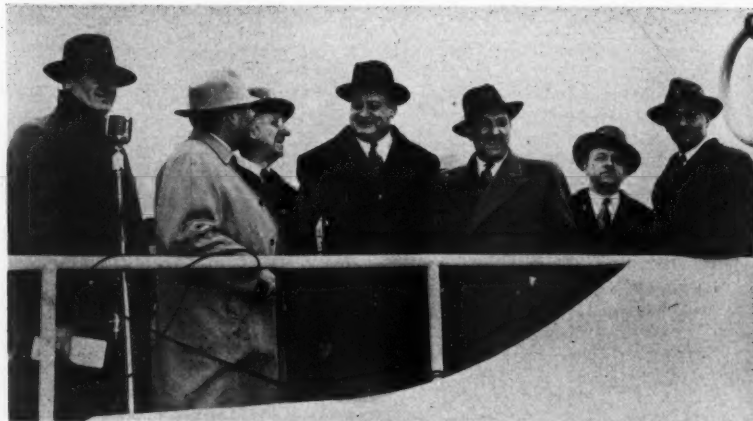
Pointing out that fishing is Massachusetts' chief natural resource, Lieut. Governor Arthur W. Coolidge, in introducing Secretary Krug said, "Last year, approximately half a billion pounds of fish were landed in our ports. A unique feature of this natural resource is that it is found not within the territorial boundaries of our State but miles off our Coast. But each year, these fishing grounds move farther away because the nearer banks are becoming fished out. Hence we are taking steps today to maintain this source of employment—steps to replenish this great food supply—steps to develop what we may call 'an ever-normal fishery'."

Secretary Krug in his remarks referred to the occasion as a dedication of a new weapon of research to the service of the Nation. Once a commercial fishing vessel, then a war ship, now a tool of science, we are literally "beating our sword into a plowshare."

For years to come the *Albatross III* must limit its activities to fishing grounds of the North Atlantic, since one vessel cannot hope to cover the many pressing fishery investigations needed in extensive areas of the South Atlantic, the Gulf of Mexico, and the Pacific. Before it is too late, the American people must awake to the need and value of such research, and put into operation a fleet of research vessels.

Charles E. Jackson of Washington, D. C., General Manager of the National Fisheries Institute, acted as master of ceremonies. He stated that the presence of the fisheries research vessel was the fulfillment of the hopes and ambitions of fishery scientists and administrators as well as of the fishing industry at large.

"March 19, 1948, will be recorded as the beginning of a new era in the exploration of the sea," Mr. Jackson declared. "This will be exploration that is expected to locate new fishing banks and areas, but more important, to ascertain through scientific re-



Speakers who participated in the ceremonies dedicating the Fish and Wildlife Service research vessel "Albatross III" at the Boston Fish Pier. Left to right: Charles E. Jackson, Gen. Mgr. of NFI; Albert M. Day, Director of Fish and Wildlife Service; Arthur W. Coolidge, Lieut. Governor of Massachusetts; Julius A. Krug, Secretary of Interior; J. Lawrence Alphen, Pres. of General Seafoods Corp.; Matthew J. Dillon, Pres. of Massachusetts Fisheries Assn.; Thomas Anthony Fulham, Pres. of Federated Fishing Boats of New England and New York.

search why some of our fishery resources are in danger of depletion and what steps may be taken to restore and perpetuate them for the people of the United States.

Following Mr. Jackson on the commissioning program was J. L. Alphen, president of General Seafoods Corp. The *Albatross III*, which before the war was the fishing trawler *Harvard*, was given to the Federal Government by General Seafoods.

Mr. Alphen recalled that nearly nine years ago the trawler *Harvard* was turned over to the U. S. Bureau of Fisheries to become its third research vessel. Before she was commissioned to take up her duties in the fisheries, war work became more important and she was in the Coast Guard until the end of hostilities. "She is now ready to offer her services to the fishing industry as a floating laboratory aiding us in the scientific development of our great natural resource."

Also appearing on the commissioning program was Elmer Higgins, Chief, Division of Fishery Biology, Fish and Wildlife Service, of Washington, D. C. Mr. Higgins outlined the re-

Left, Capt. Marvin O. Rice checking equipment in the wet laboratory. Right, Chief Engineer Franklin A. Macaulay inspecting the 805 hp. Fairbanks-Morse Diesel in the engineroom of the "Albatross III".



search program planned for the *Albatross III*.

Others who spoke at the ceremonies included Capt. Patrick McHugh of the Atlantic Fishermen's Union; Thomas Anthony Fulham, president, Federated Fishing Boats of New England and New York; M. J. Dillon, president, Massachusetts Fisheries Association; and Donald Loker of Los Angeles, Calif., representing Pacific Coast packers.

Reconversion of the *Albatross III* was handled in the yard of United Shipbuilding Corp., East Boston, Mass., under the direction of Dwight S. Simpson, an associate of John G. Alden, naval architect. In charge of the work for the yard were: Joseph Sanchez, outside superintendent; Oscar Johnson, electrical superintendent; and Anthony Fiorentini, mechanical engineer.

The *Albatross III* was lengthened considerably and completely rebuilt and outfitted until it is now one of the best-equipped vessels for scientific fishery investigation in existence. A floating laboratory, she is a successor to *Albatross I*, especially built for deep sea fisheries research in 1882 and decommissioned in 1921, and *Albatross II*, an ex-Navy tug which served as a makeshift research vessel from 1926 to 1932.

The operating crew of the *Albatross III* will consist of 21 men. These are as follows: skipper, Capt. Marvin O. Rice, Falmouth, Mass.; Chief Mate, John T. Collins, Wollaston, Mass.; Second and Third Mates; six fishermen; three seamen; Chief Engineer, Franklin A. Macaulay, East Boston, Mass., and three assistants; steward; cook; and two messmen. In addition, the ship will carry six scientists in her normal complement. Space for eight extra men is available.

John T. Collins, chief mate of the *Albatross III*, is an experienced trawler captain, having served with Atlantic Coast Fisheries for 25 years, where he commanded their trawler *Kittiwake* before the war. Recently he has been skipper of the trawler *Bay* and the dragger *Leah F*.

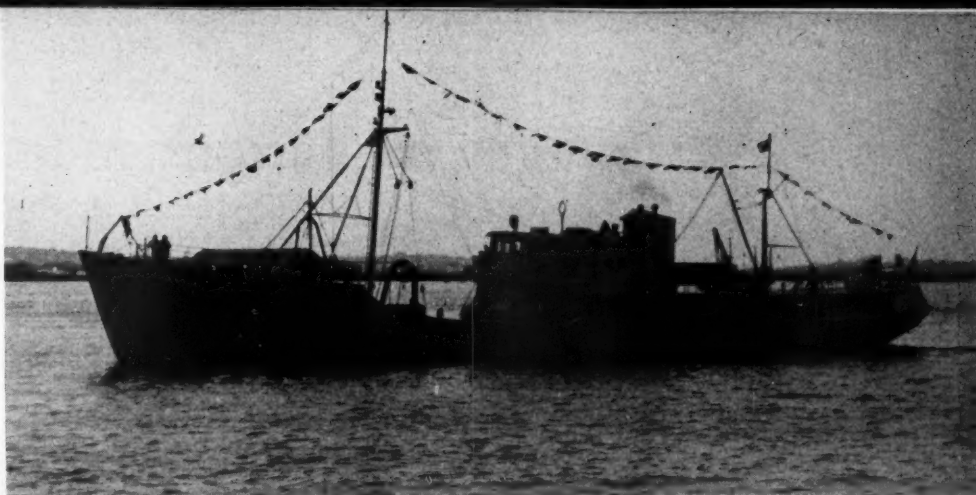
Dr. William F. Royce is chief of the New England fishing banks investigations under whose program the *Albatross III* will operate. Howard A. Schuck is in charge of haddock investigations and will be stationed aboard the vessel. Among other scientists who will be on board are John R. Webster, hydrographer, Louis D. Springer and Edgar Arnold.

Operating out of Woods Hole, Mass., the vessel will be used for research directed at problems of immediate and particular value to the fisheries. The problems receiving immediate attention will include: (1) census of the fish populations on the New England Banks; (2) learning the effect of otter trawling on the bottom; (3) improving fishing gear; and (4) improving methods of handling and preserving fish.

The basic lines of the 179' *Albatross III* are very similar to those of the large Boston trawlers. She has a high head with a Maierform bow, a clear main deck about midships for the handling of fishing gear and a deckhouse from midships aft, housing the laboratories and officers' staterooms.

The *Albatross III* is powered by a Fairbanks-Morse, 7-cylinder, 805 hp. Diesel engine turning a controllable pitch propeller. She will be able to cruise about 4,500 miles without refueling. Batteries are 115 volt Exide and starting air is provided by a 2-cylinder 16 hp. Lister Blackstone Diesel direct-connected to a Quincy compressor. The engineroom is fitted with a small machineshop containing a drill press, grinder and lathe.

The electrical system is 110 volt DC with a 15 kw. generating set for standby service, a 25 kw. generator driven by a 4-cylinder Cummins Diesel for light and power, and a 6-cylinder General Motors Diesel direct-connected to an 80 kw. Electro Dynamic



Above: Fish and Wildlife Service research vessel "Albatross III".
Left: Chief Mate John T. Collins.



generator which operates a 100 hp. Electro Dynamic motor to provide winch power.

Modern navigational equipment has been provided in the chartroom and wheelhouse. A few of the units include a 75 watt RCA radiotelephone, RCA loran, Mackay radio direction finder, Bendix depth recorder, Bendix underwater recording log, Sperry gyro compass with repeaters on bridge wings and top side, and a Sperry electro-telemotor steering gear.

Fishing equipment consists of a large New England electric winch with a capacity of 600 fathoms of $\frac{7}{8}$ " wire on each drum, which permits operation in 200 fathoms of water. The deck has been fitted out with the standard fishing arrangement of bollards and gallews frames and a 5 hp. New England hoist.

The fish hold is necessarily small, because the space is required for other equipment. It is divided into two sections. The first is a standard hold. It has a capacity of about 50,000 lbs. of fresh fish. Forward of this section are two refrigerated compartments for freezing and holding fish. The smaller room, for quick freezing, is capable of maintaining temperatures of -20°F . The other room will hold temperatures at about zero. Both of these compartments employ York refrigeration equipment. The whole fish hold is insulated with sheet cork.

The laboratories are located in the main deckhouse just aft of the fishing winch. The wet laboratory, opening onto port and starboard decks, is fitted with a large stainless steel sink in the center, and two small sinks in the cabinets on the outside bulkheads. Adequate shelving, cupboard, and drawer space is provided throughout. The dry laboratory or library is located aft of the wet laboratory. Attached to the bridge deck on either side just outside of the wet laboratory are the booms for the lowering of hydrographic apparatus. The winches for these booms are located on the bridge deck.

(Continued on page 42)



A crew member checking the Sperry electro-telemotor steering gear in the pilothouse of the "Albatross III".

Advantages of Various Marine Pumps

By Capt. Elwell B. Thomas

NO hard and fast rule can be laid down to dictate the use of a certain size pump for a particular purpose, for several pumps may be of a type which are applicable. But there is always one type of pump that is better suited for certain work than any other. It is this fact that leads us to believe that this article will be of value to fishing vessel masters and owners.

Some of the considerations in the choice of a pump are: liquid to be pumped, pressure required, volume required, speed of pump, size and weight, initial cost, availability of parts, cost of upkeep, etc.

Three types of reciprocating pumps are in common marine use. These are: the piston or plunger pump in which the movement of the piston creates a vacuum into which the outside atmospheric pressure drives water; the piston or plunger pump of vertical type in which a check valve is fitted in the piston head and which actually lifts the water; and thirdly the diaphragm pump. Examples of each are: (1) the cooling water circulation pump used on some of the heavy-duty internal combustion engines; (2) the ordinary galvanized sheet iron hand bilge pump; (3) the fuel pump on some marine gasoline engines.

Rotary pumps which are common marine installations are centrifugal pumps, gear pumps, and vane pumps.

The advantages of reciprocating pumps are their nearly uniform efficiency under a wide range of conditions, and their flexibility in regard to capacity, head and speed. Roughly the advantages of rotary pumps are: their lower initial cost, the smaller space required, their quieter operation, less need of attendance, the absence of excessive stresses in the pipe line because of uniform discharge, and the fact that they can be driven by light, small motors at relatively high speed.

Reciprocating Pumps

It is rather impractical to drive the reciprocating piston or plunger pump at excessive speed. While the speed of this type of pump technically is measured in feet of piston travel per minute, we can say roughly that a normal peak speed, in the language of the layman, would be that when being driven by a shaft turning 750 rpm. This is not always the case but this figure will serve in most cases.

In theory a piston pump could lift water at sea level almost 34', but it is seldom possible, for various reasons, to lift water much over 25' with this type of pump. The piston or plunger pump of the second type can be used to lift water any distance.

In using a reciprocating pump of the first mentioned type for such purposes as fire fighting where a sudden shut off on the discharge line may be necessary, some provision must be made to release the pressure built up. There is risk of damage from the pressure itself and also from the pulsation built up.

In using this type of pump one should be sure that the supply of water is full and steady. Likewise, in this as in all other pumps, the suction and discharge pipes and hoses should be as large as the openings in the pump.

These pumps may be double acting such as in the case of most marine toilets. For some purposes duplex and triplex pumps may be desirable. In the use of multiple pumps, the pulsations found in the single pump will be avoided to a great extent. However, these multiple pumps are expensive in initial cost and in upkeep.

The reciprocating piston or plunger pump for hand operation such as bilge pumps or marine toilets is very satisfactory because of the large volume of water handled at extremely low pump speeds.

The third type, the diaphragm pump, is particularly good for handling gasoline and other dangerous liquids due to the fact that there are no glands or stuffing boxes to leak. However, one must exercise care that the material of the diaphragm is such as will not be affected by the liquid handled in the pump. For instance, in the handling of gasoline one must use a neoprene diaphragm rather than one of rubber.

A good feature of the diaphragm pump is the lack of moving

parts. There is practically no wear except for the eventual fatigue and breaking up of the diaphragm itself. Spare diaphragms should always be carried. It is this feature that may make this type of pump impractical for certain installations such as in small boats on long ocean voyages where it is extremely difficult to contact the sources of supply, should one run out of spare diaphragms. Usually the diaphragm is made specially for the particular pump and spares cannot be made up but will have to be purchased from the manufacturer or one of his dealers.

While the other types of reciprocating pumps are easily damaged by abrasives and other foreign material and are not suited for handling impure liquids, the diaphragm pump will not be so damaged. Also the diaphragm pump can be operated in a large speed range. Some hand bilge pumps and marine toilets are now fitted with diaphragm pumps and have been very successful. The diaphragm pump can also be built to fit unusual contours of the hull if necessary. Pump pulsation can be avoided by building a duplex or triplex pump. For some installations two or three diaphragms are employed.

Rotary Pumps

In the rotary pumps, the centrifugal pump is found to be very well suited to handle large volumes. The economical head to which the liquid can be driven is about 65'. However, by building a centrifugal pump in multiple stages it may be possible to obtain a head of 100 to 2000'. The centrifugal pump can safely handle sludge and liquids containing abrasives due to the lack of close tolerances. It is the best pump for fire fighting as a particularly smooth flow without pulsation is obtained and the discharge can be shut tight without building up dangerous pressures. It is impossible to build up high pressures with this type of pump and it is therefore not satisfactory for pumping lubricating oil at pressure. If a centrifugal pump is installed above the supply of liquid, some method of priming must be installed as this type of pump can easily lose its prime as customarily designed.

The centrifugal pump is commonly used as a circulating pump in closed cooling systems. It is particularly well suited as a salvage pump in raising wrecks. It also is frequently used as an automatic, unattended unit for such work as bilge pumping, in which case it is designed to be placed directly in the liquid being pumped to avoid any possibility of losing the prime.

Practically a self-priming pump, the gear pump is used for many purposes because of its efficiency in small sizes rather than for any other reason. Often some other type of pump could be used to better advantage. The gear pump is subject to extreme wear and its efficiency will constantly drop with use because of the close tolerance necessary for top performance. It is particularly well suited for delivering high pressures and therefore is good for handling lubricating oil.

Vane pumps may be employed for much the same sort of work as are gear pumps. In the use of the vane pump, however, one must make certain that the vanes are of such material as to be unaffected by the substance being pumped as mentioned in connection with diaphragm pumps. The smoothness of flow from a vane pump depends entirely on the number of vanes employed. Pulsation may be quite noticeable in a pump with a single vane but will practically disappear with the use of four or more vanes.

Important Miscellaneous Points

One should avoid the use of sharp bends in piping up a pump. A couple of 45° elbows and a nipple should be employed whenever possible rather than a 90° elbow. For salt-water, one should always use bronze throughout and should never mix bronze pipe and fittings with those of galvanized iron. In cold climates, one should provide for ample drainage in freezing weather.

Valves in suction lines should always be of the gate type rather than the globe type which introduce friction and cut down the speed of supply to the pump. Check and foot valves should be of ample size and so designed that when open they will not hamper the flow of the liquid any more than necessary. Intake strainers should be of such size that the sum total of the openings in the strainer will be about three times the area of the suction pipe of the pump.

Lake Superior Trout

Traits of This Versatile Fish And Methods of Catching*

LAKE Superior has naturally abundant fisheries resources. To successfully operate in these rich waters on a commercial basis, however, a fisherman should familiarize himself with the traits, inclinations and feeding habits of the fish. Members of the multi-million dollar fishing industry of Lake Superior prize most, among several species of commercial fish, the versatile Superior trout.

These fish spend virtually the entire year in the deep, cold water of Lake Superior, where they are taken in all the types of commercial fishing gear employed by the lake fishermen.

For the most part, trout are caught in gill nets. In fact, this type of gear is responsible for about 75% of the production. Of the remainder, 20% is hauled in on set hooks, approximately 3% is taken in pound nets and 2% is produced in trap, nets, seines and on trolling lines.

Contrary to the belief of a number of people connected with the industry, Lake Superior trout do not enter streams to spawn. The spawning process is performed near the shore in late Fall when water temperatures are about 40° F. They select a wide variety of spawning grounds in water from 6' to 120' in depth, with occasional selection of a 60 fathom depth to reproduce their kind.

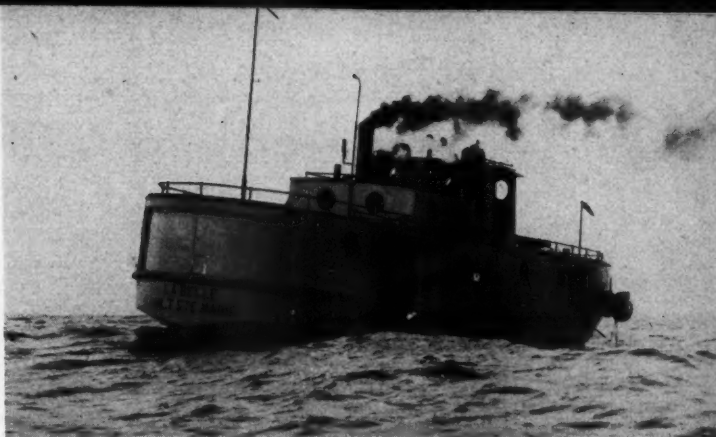
Most common among spawning locations are the open reefs around islands; channels and bays with mossy bottoms; clay bottoms; or on shelves along open shores. The honey-combed rock bottom of reefs gives them an ideal spawning ground.

Dr. John Van Oosten, aquatic biologist in charge of Great Lakes Fishery Investigations for the U. S. Fish and Wildlife Service, says for every pound of weight the female may produce as many as 750 eggs. Thus an 8-lb. trout would deposit on the spawning grounds approximately 6,000 eggs.

Of this spawn, however, only a portion of the eggs actually produce offspring. Many of the eggs are eaten by adult fish. Certain numbers of the progeny produced from the eggs are devoured by other fish.

The flesh of the trout has a very delicate flavor, which places them in great commercial demand. Among the trout of Lake Superior there are both white-meated and red-meated varieties. The color of the flesh, however, is a strictly hereditary development, which evolves from a colored material in the yolk of the egg. Red-meated trout develop from red or orange-colored eggs and white-meated fish are produced from pale or white eggs. Food eaten by the fish or their environmental conditions have nothing whatever to do with the color of their flesh.

*Certain facts contained in this article were obtained from Dr. John Van Oosten of the U. S. Fish & Wildlife Service; Michigan Conservation Department; and from veteran commercial fishermen of the Great Lakes region. Illustrations were furnished through the courtesy of the Michigan Conservation Department Fisheries Division.



The fish tug "La Belle" of Sault Ste. Marie, Mich. lifting gill nets in Lake Superior. This boat tends 8 miles of nets in a day.

Greedy feeders, the prized Superior trout are inconsistent in their eating habits. They will at times eat virtually anything in the line of food. The principal diet, however, consists of chubs or lake herring. Now since smelt have invaded Lake Superior, these fish make a change of repast for the trout. At spawning time, Superior trout consume very little food. The chief article of subsistence at that time is minute marine life.

Superior trout, usually traveling in schools, may be found in waters less than 60 fathoms deep, although they often penetrate depths beyond 125 fathoms, the greatest practical depth at which they can be fished with nets.

Netting operations, beyond 125 fathoms in depth, have proved impractical. Strong undercurrents below this depth sweep nets from their positions rendering them ineffective.

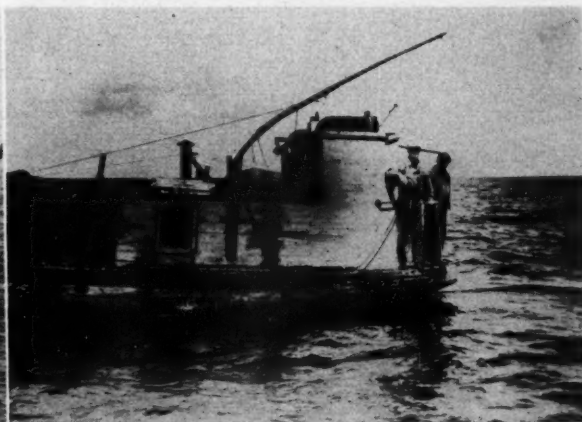
Fully developed Superior trout are inclined to roam, and at some time during the year they invade all levels and depths. This may explain production variations in certain regions.

Commercial fishermen in this region have found most of the Superior trout prefer to concentrate in waters around reefs and about the islands. In the warm months, however, the inshore trout seemingly move offshore where they are netted in water anywhere from 12 to 20 fathoms in depth. This offshore movement may be anywhere from 5 to 35 miles, with occasional exceptions of 50 miles.

Thus, starting with the Spring offshore movement, the first concentration of trout appears to be in waters at 40' to 60' in depth. Following this, they move into waters from 60' to 80' deep, and then throughout Summer until they leave in late Fall for shallow water to spawn they are more equally distributed in depths of 40' to 125', with an occasional concentration at depths far beyond 125'. To these movements, however, there is one exception: trout moving into waters 100' deep in the month of May appear to return to waters of 40' to 70' in depth during June. In July, they again move to greater depths.

During early Summer and Fall, numbers of trout will rise off the bottom. At that time they are caught by commercial

(Continued on page 33)



Left, lifting a pound net set for whitefish and trout. Right, trolling for trout on Lake Superior with five lines in operation.

Jersey Fisheries Offer Good Facilities

THE State of New Jersey ranks nationally as one of America's great commercial fishing centers. Commercial fishing is one of the biggest enterprises in the State. The Jersey ports engaged in the industry are active and growing.

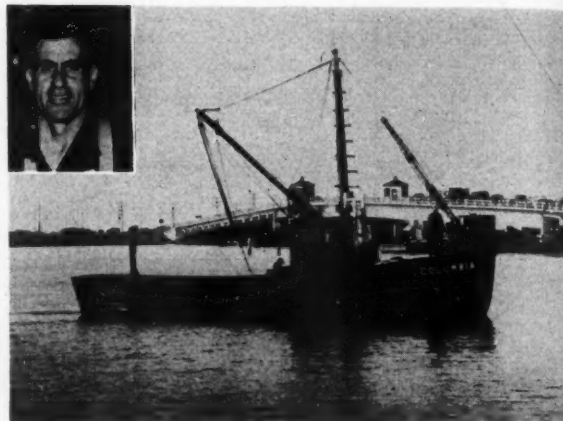
Millions upon millions of pounds of fish of almost every variety are taken annually by Jersey fishing vessels from Jersey fishing grounds, unloaded at Jersey ports and shipped on Jersey refrigerated trucks to markets all over the country. Jersey fish products are enjoyed by gourmets as far west as Wisconsin, as far north as Maine and as far south as Florida. Thousands of pounds of canned products are exported to foreign markets. Commercial fishing really is big business from Atlantic Highlands to Cape May and around the Cape into Delaware Bay.

Yet, in spite of its magnitude, few Jersey residents are aware of their State's importance as a great commercial fishing center.

The reason for this lack of knowledge is due mainly to the industry's obvious reluctance to ballyhoo its existence. As long as the industry itself is aware of its operations, operators and fishermen are satisfied. Commercial fishing is a tough, hazardous and lonely business and the old salts engaged in it are not the kind of men who seek fanfare.

One of the liveliest ports on the Jersey coast is located off Manasquan Inlet, on Wills Hole Thoroughfare, at Point Pleasant. The Thoroughfare is a narrow channel about 1¼ miles in length that branches off the Inlet, and along it the well-equipped docks of the commercial fisheries are located. Approximately 100 light vessels, comprising the regular fleet at Point Pleasant, use the Thoroughfare as their base of operations. When the work of dredging the channel deeper is completed larger vessels will be able to join the fleet. As it is, these small fishing craft in the present fleet haul in a weekly catch totalling millions of pounds of fish.

The species of fish dragged from the fishing grounds a few



The Ocean City, N. J., fishing boat "Columbia". Inset: Capt. Chris Montagno, owner of the "Columbia" and another fisherman, the "Billy C", of which he also is skipper. Both vessels are powered with 170 hp. General Motors Series 71 Diesels.

miles off the Inlet, vary with the seasonal runs and with existing market conditions. In the Fall and Winter, whiting and ling are the main catches. With the end of cold weather, mackerel, shad, butterfish, porgies, fluke and flounder are picked up in the nets. Menhaden catches are fairly large and thousands of pounds of their oil are shipped annually to oil plants.

Comparatively, Point Pleasant is still a fledgling port. The industry first began to take root there about eight seasons ago. Beginning from scratch with limited facilities and a tiny fleet, the port, today, ranks among the best. It is up-to-date and on a par with other well-established ports.

In southern Cape May County is located another of the finest commercial fishing harbors along the entire coast. Twelve ports, between Cape May and Sea Isle City, cater to the large fleets operating off that sector of the coast, with a production record averaging between 30 and 50 million pounds of fish a year. More than 5,000 persons are employed in the industry, and over half of Cape May County's bank deposits derive from commercial fishing.

Other active ports are Atlantic City, Toms River, Barnegat and Beach Haven, to mention only some of them. All of the ports, large and small, are extremely vigorous in their production capacity. The fleets are growing larger with each season as they are joined by vessels from other areas. Poundage figures are on the up-swing. The commercial fishing industry in New Jersey is booming.

Credit for the remarkable growth of the commercial fishing industry in New Jersey can be given to a host of ambitious far-sighted operators, owners, captains and crews who believing in the ultimate commercial fishing future of the State, left their established ports of business in other locales and invested their lifelong earnings in creating new ports in New Jersey.

With little or no help from outside sources, these men bucked almost insurmountable obstacles and succeeded. They daringly exploited every advantage the Jersey coastline had to offer fishermen. By featuring safe harbors, by offering excellent docking facilities, a good fishing grounds and a fast moving market, they were able to induce fishing vessels to do business at New Jersey ports. They established and built up a fishing fleet that continues to grow by leaps and bounds. Everything humanly possible was accomplished to make it smart business for commercial fishing craft to operate out of Jersey ports, and it didn't take profit-minded owners, captains and crews long to see the advantages.

Now each dawn, with the tide, hundreds of fishing vessels of all sizes sail out into the Atlantic from the Jersey coast.



A catch of menhaden being bailed aboard from a purse-seine.

Condensation of an article by Paul P. Merbach recently published in the "New Jersey Compass".

Maine Lobster Goes to Hollywood as Film Star

Governor Horace A. Hildreth on April 6 brought to a climax the search for the most photogenic Maine lobster to play the part of Jabberwocky in the film "No Minor Vices", when the official nod was given to the lobster entered by Irvin McConchie of Green Island. The shellfish, which tipped the scales at 4½ pounds, was one of more than a dozen selected by wardens of the Sea and Shore Fisheries Department from the catches of Maine coastal fishermen. The race was highly selective as the lobster had to make top weight, be free of blemishes and still be under the five-inch back measurement.

Taking part in the official send-off at the State House were Governor Hildreth, Commissioner Richard E. Reed of the Sea and Shore Fisheries Department, Coastal Warden Supervisor Frank Hallowell of Rockland and Mr. McConchie.

Congressmen Urge Dredging of Harbors

Congressmen Robert Hale and Frank Fellows of Maine appeared before the House Rivers and Harbors Committee on March 8 to urge improvement of two harbors in the State. Hale recommended dredging at Cape Porpoise to provide a channel 6' deep, 100' wide, and extending 2,000' northerly from the head of the existing project. He said that the additional anchorage would be an aid to both commercial fishing and pleasure boats.

Fellows urged adoption of the Engineer Corps' recommendation for Beals Harbor, including dredging the channel 10' deep, 600' wide, for a distance of 1,000'. He pointed out that the harbor once was about 7' deep, but now had filled to approximately 2', and added that development of the harbor is necessary for lobstermen.

New Tanker for Harbor Supply

A new 46' 11" x 15' x 5' welded steel tanker is being built for Harbor Supply Oil Co. of Portland, Me. by Winterport Boat Yard, Winterport. Designed by J. Murray Watts, Philadelphia naval architect, the new craft will represent the last word in small tankers and will have a capacity of 7000 gallons. She will be powered with a 135 hp. Murphy Diesel with 2:1 reduction gear, swinging a 38 x 26 Michigan propeller. The new tanker will distribute Gulf oil products in Portland Harbor and Casco Bay, and is expected to start service in May.

Sardine Herring Running Small to Medium

Eastport sardine vessels returned to port March 1 with the season's first take, consisting of 500 hogheads of fish. The catch, which was considered good-sized for the beginning of the season, was taken along the north shore off St. Andrews and St. John, N. B. Fishermen reported the fish were running small to medium in size and of good quality.

"Positive" Lands Big Trip

The dragger *Positive* took out 160,000 lbs. of redfish and 17,000 lbs. of groundfish March 16, which represented her largest catch in nine months of fishing out of Portland. The catch was landed after an 11-day trip.

Sardine Carrier Launched at Thomaston

The 83' sardine carrier *Ruth-Mary*, built for Bath Canning Co., Bath, Me., was launched by her builders, Newbert & Wallace of Thomaston, Me. on March 27. The sponsors were Mrs. Theodore Bird of Rockland and Mrs. Norman Perry of Belfast, daughters of Glenn Lawrence, who is an official of the Bath firm. The vessel will be equipped with a 300 hp. General Motors Diesel twin engine single screw propulsion unit. Capt. Kermit Thurston of Southwest Harbor will be skipper of the carrier.

Two Fish Firms Change Hands

The Maine Fillet Co., Inc., Portland redfish processing firm, recently was sold to Russell Yelton, president of the Mid-Central Fish Co.; John T. L. Carr, president of a produce firm; Mortimer D. Harris, manager of the Harris Co., ship chandlers; and Leo Hunt, former business agent of the AFL Seafood Workers Union. The new owners plan to retain the name.



Irvin McConchie of Green Island, Maine, left, and Coastal Warden Supervisor Frank Hallowell of Rockland check McConchie's winning applicant in the Sea and Shore Fisheries' contest to select a lobster for the role of Jabberwocky in the Hollywood production "No Minor Vices".

Officers of the firm are listed as Arthur Chapman, Jr., president; his brother, Richard S. Chapman, clerk; and Cecil S. Witham, Westbrook, treasurer.

Cooperative Seafoods, Inc., Portland, has been sold to Donald W. Matthews, Lewis H. Hatt and Murland G. Ward, who have been connected with the fishing business for several years. The three men are partners in the firm, which now will operate under the name of Ward's Seafood, Inc.

"Njorth" Has New Winch Installed

The 54' *Njorth* owned by Bert Simmons of Port Clyde, Me., has been equipped with a new 7233B Hathaway winch, installed by Hunter Machine Co., Rockland.

Three Carriers Repowered

Three sardine carriers of the Underwood Company fleet have been repowered with 8 cyl. 125 hp. Buda Diesels. The boats are *Fish Hawk* and the *Roamer* which operate out of McKinley, Me., and the *Kingfisher* which operates out of Jonesport. In addition to repowering, the *Fish Hawk* has undergone extensive alterations on her superstructure and a rearrangement of her fish holds to conventional style. A new deck house aft has been constructed. The work was done at the General Seafoods shipyard in Rockland under the supervision of Eldredge-McInnis, Inc., naval architects.

New Lobster Boats

The Carter & Murphy Boatyard of Friendship has completed a 32' lobster boat for Phil Hupper of Port Clyde. The craft is powered with a 102 hp. Gray gas engine, which is expected to give her a speed of 16 knots.

The yard is building another lobster boat of approximately the same length for Allison Wilson, also of Port Clyde, which it expects to deliver sometime this Spring.

George Jones, E. Boothbay boatbuilder, delivered a 30' lobster boat to Clifton Tibbetts of Linekin during March. The boat is of the same design as the one delivered to Gustave Frederickson in December. The yard is now building a 24' lobster boat for Scott Booma of Rochester, N. H.

New Wholesale Fish Business Opens

Richard Staires & Co., Inc., new Portland wholesale fish firm, opened its plant at the end of Portland Pier March 31.

Former Fisheries Commissioner Dies

Horatio D. Crie, 77, first Commissioner of Maine Sea and Shore Fisheries under the Administrative Code established during the administration of Governor William Tudor Gardiner, and for several years before that time a director of the Sea and Shore Fisheries Department, died at San Diego, Calif. recently.

Great Lakes Fishermen Begin Open Water Operations

The larger Marinette, Wis. and Menominee, Mich. operators, whose principal production is whitefish and trout, began open-water netting operations about April 1. The vessels in the fleets of the two ports have been overhauled and repainted, and some new equipment has been installed.

During the latter part of March four Manistique, Mich. boats worked their way through ice in the center of the harbor to make open water 5 miles out. The craft, which included the *Anna Belle*, owned by William Sellman; the *Eddie Ann*, owned by Martin Mattson; the *Lois Marie*, owned by Carl Frantz; and the *Peter J.*, owned by Allan Jensen; were the first boats of the Manistique fishing fleet to begin open-water netting operations in northern Lake Michigan.

The 1948 commercial fishing season in the Dunkirk, N. Y. area also opened the latter part of March, when nets were set in Lake Erie, following high winds which freed the City's harbor and outlying waters of ice. The nets were set by the crew of the *Eleanor D.*, owned by Michael Deisler of Athol Springs.

Although the Vermilion, Ohio fishing season opened on March 15, only a few tugs ventured into the lake to set their nets as there was still some ice. Gill netters which will be active at the Kishman Fish Co. in Vermilion this season include the following: *Beatrice A. II*, skippered by Karl Leidheiser; and *Lester K.*, commanded by Shirley Lumley.

Trap netters at Kishman's are the *William E.*, William Eberle; *Edward K.*, Ken Keller; *Myron K.*, Wallace Hall; and *Roger K.*, Ellsworth Dickerhoff. Ken Keller is lake foreman of the trap net fleet at Kishman's, and Wm. La Course is twine foreman.

Two boats from New York also will start the season at Kishman's. They are the *Henry N.*, from Irving, N. Y., skippered by Nelson Newton; and the *Gloria Mae*, from Dunkirk, N. Y., owned and operated by Stanley Kulpa.

Gill netters and their skippers at Booth Fisheries are the *Henry L.*, Capt. George Leidheiser; *Martha M.*, Lloyd Leidheiser; and *Alma*, Wayne Fickle. Trap netters at the concern include the *George L.*, skippered by George Grodi.

At the Parsons Fish Co. is the trap net boat *J.C.S.*, operated by Alva Snell and his two sons, Charles and James. Two other trap net boats at Parsons are the *Pat* and *Don*.

Escanaba Smelt Catches Larger

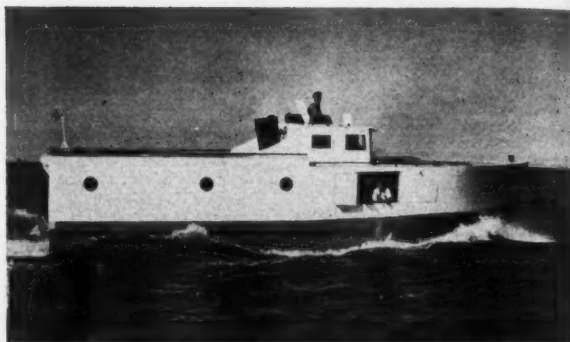
Catches of smelt at Escanaba, Mich. during March were about twice as large as those in the same month last year, according to Roy Jensen of the Hansen & Jensen Fish Co., who feels this is a good indication that the smelt are making a definite comeback. Commercial fishermen fishing through the ice with nets in Little Bay de Noc brought in from 3,000 to 4,000 lbs. daily.

At Boyne City, Mich., commercial fishermen were taking smelt in large numbers the middle of March from the Boyne River, which flows into Lake Michigan. Smelt have commanded 25 to 30c a pound the last several weeks in the Chicago market.

Smelt production in Lake Michigan has been climbing gradually, having risen from 43,483 lbs. in 1945 to 59,788 lbs. in 1946,



The 64' gill netter "Bobby Bill" owned by Clarence H. Platz of Rogers City, Mich. She is equipped with a 70 hp. Kahlenberg Diesel and Ederer nets.



The 42' steel gill net tug "Susie Q" owned by Capt. Joseph LeClair of Two Rivers, Wisc. features an aluminum pilot-house. She is equipped with a 120 hp. DCM844 Buda Diesel with Twin Disc reduction and a Columbian propeller.

and 336,412 lbs. last year. During the first two months of 1948, production totalled more than 185,000 lbs.

Sea Lamprey Runs to Be Studied Again

The Fish Division of the Michigan Conservation Department has announced that it will resume its study of Spring sea lamprey spawning runs this year. Special attention will be given to streams flowing into southern Lake Huron, Lake St. Clair, Lake Erie, Lake Munuscong and eastern Lake Superior. Streams reported to have had lampreys in their waters last Spring will again be observed in order to compare the volume of the runs of the two years. Commercial fishermen in each area will be asked to report the presence of lampreys to their regional conservation office.

Sea lampreys are reported to be numerous in Whitefish Bay, and some of the creatures have been captured as far west as Au Train on Lake Superior. A few lamprey specimens have been caught in the Munising area, and Grand Marais commercial fishermen take an occasional lake trout with evidence of lamprey attacks. Sea lampreys were found 3 miles inland in Island Slough on the Manistique River recently.

Escanaba Fishermen Lose Nets

Several Escanaba, Mich. commercial fishermen lost their nets recently when a northwest wind swept ice in Big Bay de Noc as far out as Ford River, where it piled up 40' high. The unexpected blow also resulted in the loss of shacks and other equipment.

To Build New Fish Plant at Marquette

A new fish plant is to be built on Fishermen's Dock at Marquette, Mich. by Eino F. Tuomela. Tuomela has been connected with the Marquette fishing industry for many years.

State's Right to Inspect Tugs Upheld

Federal Judge F. Ryan Duffy dismissed on March 23 a petition filed on behalf of Joseph Le Clair, Two Rivers, Wis. commercial fisherman, and 35 other commercial fishermen, asking for an injunction to stop State wardens and other Conservation Department officials from boarding fishing tugs on Lake Michigan.

Duffy declared that the State Conservation Department men had the power to make searches of the boats and that Federal navigation laws do not conflict with State conservation laws. He pointed out that fishermen agree to abide by State regulations when they accept a State license, and said there was no doubt that the State had the right to inspect boats under the licenses.

New Gill Netter Joins Sandusky, O. Fleet

The new 43' x 13' steel gill netter *Robert*, owned and skippered by Morris Wicks of Sandusky, Ohio, made her first fishing trip the middle of March. Built by Marks' Welding of Vermilion, the craft is powered by a 6 cylinder Chrysler marine engine with 3.48:1 reduction gear.

The vessel's hull, which is constructed of 7/32" steel plates, is double welded throughout and well braced, and there are 3 air tanks for ballast. The craft docks at Booth Fisheries.

Louisiana Bans Fish Netting During Spawning Season

A warning against the use of nets or seines for taking fish in coastal salt waters up to 18' in depth during the period from April 1 to May 31 was issued recently by Luther S. Montgomery, Commissioner of the Louisiana Wildlife and Fisheries Department. The reason for the ban is to protect the fish during the spawning season, the Commissioner said, pointing out that it does not apply to shrimp or menhaden fishing.

The Lake Borgne area west of Grand Pass and within the outside points of the Louisiana marshes to Point Chicot and Point Fortune to the mouth of Bayou Terre au Boeuf is exempt from the restrictions, he said.

Shrimp Catches Satisfactory

The Louisiana shrimp season opened on March 15, and reports are that the boats have been making satisfactory hauls. The present season will extend through June 10, after which, for the second year, there will be a closed season on both the inside and outside waters of the State through August 10. Shrimping in inside waters—waters of less than 18' in depth—has been barred since December 15. Trawlers landed at Morgan City docks with from 5 to 20 barrels of shrimp the first week of the new season.

Oppose Commercial Shrimping in Vermilion Bay

Immediate closing of Vermilion Bay to all commercial shrimping and the limiting of non-commercial shrimp catches to 110 lbs. per day per person, were urged in resolutions adopted by members of the Vermilion Parish Police Jury at a meeting at Abbeville, La., Mar. 23.

Other resolutions adopted by the Police Jurors would limit the size of the trawls used by the shrimpers in the Bay to 25' and request that the Department of Wildlife and Fisheries enforce the regulations imposed by the Jury.

Secretary-Treasurer R. J. LaBauve of the Jury stated that enforcement of the resolutions is subject to the adoption of similar resolutions by Parishes in the coastal area, particularly Iberia and St. Mary Parishes.

State Representative-Elect Lloyd P. Broussard of Vermilion Parish, who presented the resolutions to the Police Jurors, declared that the closing of Vermilion Bay to commercial shrimpers is in the interest of conservation, and would benefit the shrimping industry as a whole.

Alabama Oyster Planting Program

Perry Prescott, chief oyster inspector of the Alabama Conservation Department, recently predicted that State oyster production will be doubled by the present seed oyster planting program. Two boats planted 40,000 barrels of seed oysters in Mobile Bay and other coastal inlets during the latter part of March, in addition to 15,000 barrels which were planted last year. The Conservation Department official asserted that the seed oysters planted last year should increase the oyster harvest this season by 25%.



The 50' shrimper "Victory" owned by Steve Marinovich of Biloxi, Miss., and skippered by Capt. Willard A. Newman. She is painted with Pettit paint and equipped with an 80 hp. Lathrop Diesel, Willard batteries, Columbian propeller, and Gold Medal nets.

Texas Shrimp Fleet Ties Up Following Price Cut

The end of March found a large percentage of the Texas shrimping fleet tied up as a result of an 8-cent-per-pound price cut for top grade bull shrimp—from 32 to 24c. Mexican shrimp are entering the United States in large quantities duty free, and according to Cyrus Farley, president of the Texas Fishermen's Association, this is responsible for the decline.

Prior to the price cut, shrimping on the Texas coast was practically at a standstill due to rough weather and small shrimp. Bay shrimping became legal March 1, but catches in the bays from Corpus Christi to Freeport were too small to be commercially profitable to either boatmen or dealers.

Licensing Law Upheld

In a decision handed down early in March, the Texas Supreme Court upheld the constitutionality of the law which requires out-of-State commercial fishing boats to pay a \$2,500 license fee, and also in effect approved the State's claim to fish within its territorial waters.

In handing down its opinion, the high State tribunal dissolved a temporary injunction obtained by Vincent Depuglio of Galveston in 94th District Court at Corpus Christi, restraining the State Game, Fish and Oyster Commission from enforcing the licensing law. Reversing the trial court judgment, the Supreme Court said it had erred in holding the licensing statute unconstitutional as applied to Depuglio.

"The State Legislature, in order to preserve title to fish within State boundaries may, without violating guaranties of the Federal Constitution, adopt legislation which permits only citizens of the State to take fish within its jurisdiction", the court said.

The Supreme Court reaffirmed its ruling later in the month by refusing to review an appeal from lower court findings upholding the constitutionality of the law in the case of B. T. Miller versus the Brownsville Shrimp Co.

New Marine Biologist

F. M. Daugherty, a graduate of Rice Institute and the University of Houston, has joined the Rockport marine laboratory staff as biologist. He will be in charge of the laboratory's crab investigation and will assist with the planting program being conducted by the Texas Game, Fish & Oyster Commission.

Additions to Shrimp Fleet

The new 54' shrimper *Alicia*, owned by W. T. Eldridge III, is now working from the Aransas Pass docks. The boat was built by Theodore Bauer of Aransas Pass.

George Godfrey of Aransas Pass, who owns the *La Petit Caillon*, has added a 65' shrimper, the *K-D*, to his fleet. The boat, built at Lafayette, La., is powered with a D13000 Caterpillar Diesel, and is skippered by Capt. J. H. Starr.

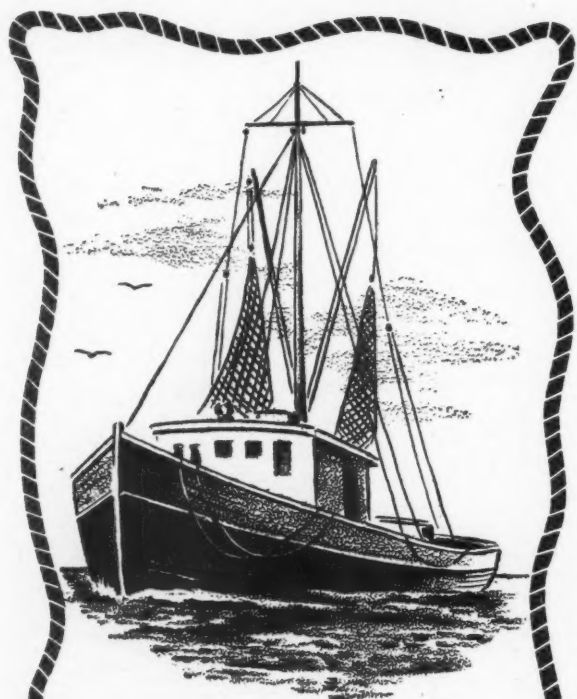
A 55' shrimper, to be named *John Crawford*, is being constructed at the Rockport Boat Works for the Crawford Packing Co. of Palacios. The craft will be launched the latter part of April.

Mississippi Asks Oyster Bed Survey

The Mississippi Seafood Commission passed a resolution on April 1 requesting the United States Engineers to make a survey of the oyster beds on the north side of Deer Island in the vicinity of the Biloxi channel. The proposed survey, which would be carried out jointly with the Commission, would be for the purpose of deciding how the present channel could be dredged to a greater depth with the least possible damage resulting to the oysters in that area. The resolution was adopted at a meeting in Biloxi attended by more than 100 people interested in the seafood industry and the proposed channel.

Bill Would Levy License Fee on Crab Boats

A bill which would levy a license fee of \$5 on all boats used in the catching, taking or transporting of crabs within the waters of the State was passed by the Mississippi House on March 25.



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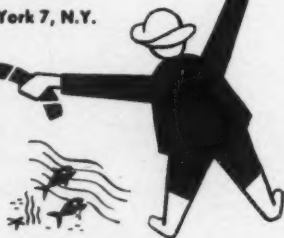
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Oyster Convention to be Held At Asbury Park in June

The 1948 Joint Annual Convention of the Oyster Growers and Dealers Assn. of North America, Inc., the Oyster Institute of North America, and the National Shellfisheries Assn. will be held June 2, 3 and 4 in the Hotel Berkeley-Carteret, Asbury Park, N. J. The hotel management has requested that all reservations be in before May 15 that choice accommodations may be assured.

According to Gordon Sweet in a recent Oyster Institute Bulletin, no firm in the oyster industry can safely disregard this Convention. Every businessman needs every bit of information that he possibly can obtain for his guidance in operating his business in these times. The Oyster Convention will bring together in one place a list of experts who will tell all they can about our present problems and the outlook for the future.

NORTH CAROLINA

Shrimper "Sea Pal" Launched for Hardee

The 54' shrimp trawler *Sea Pal*, third shrimper built at Southport since March of last year for L. J. Hardee, was launched the latter part of March by Lewis Spaulding. Vessels already built for Hardee and now shrimping are the *Sea Boys* and *Sea Fighter*. Three more boats, of the same design as those already constructed, are to be built by Spaulding for Hardee.

The Belhaven Fish Co., of Belhaven, recently launched the 57' *Bud* and *Doris* at their own yards. Capt. Z. B. O'Neal will skipper the craft.



Trawlers Making Good Croaker Catches

Trawlers working out of Morehead City have been bringing in some of the finest croakers ever caught off the shores of the State recently. The catches run from 5,000 to 10,000 lbs. One recent haul contained several hundred pounds of Boston mackerel and a number of large-size drumfish.

The 50' shrimp dragger "Bill" owned by Belhaven Fish and Oyster Co., Belhaven, N. C. She is equipped with a 65 hp. D4600 Caterpillar Diesel with 2:1 Joes reduction gear, Columbian propeller, Willard batteries, Columbian rope, and Ederer nets.

"Marlyn" Sinks Off Oregon Inlet

The 88' fishing boat *Marlyn*, owned by Julius Wharton of Belhaven and operated out of Norfolk, Va., sank 5 miles off Oregon Inlet on March 5. The vessel's 4 crew members abandoned ship in a skiff, and landed on Pea Island, between the Inlet and Chicamacomico. A rescue craft from the Oregon Inlet Coast Guard station was within 100 yards of the fishing vessel when she sank.

Two Boats Being Converted to Fishing

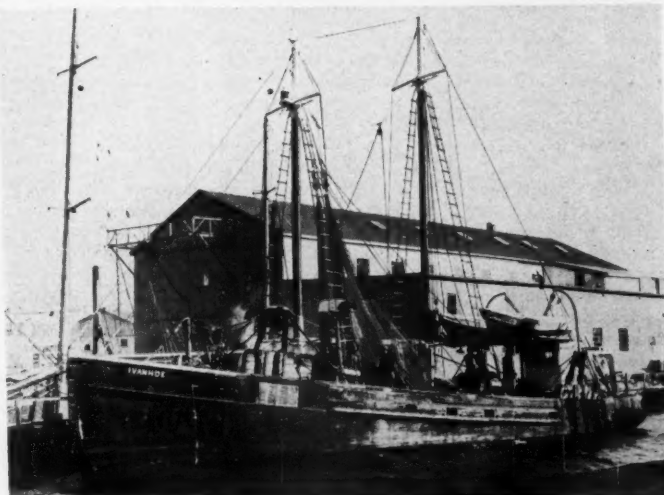
Charles Swan and A. E. Downing, Southport seafood dealers, recently purchased a 75' Coast Guard cutter which they plan to convert to shrimping. The vessel's present engines will be replaced with two Gray Diesels with a total of 225 hp. The boat will be used primarily for shrimping, but will fish some for menhaden in the Winter and also will engage in Gulf Stream commercial fishing. She has a cargo capacity of 30 tons.

Clayton Fulcher of Atlantic has purchased a Government launch which he is having converted to fishing by Dennis Robertson.

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The 70' Nantucket dragger "Ivanhoe" owned by Capt. William J. Collis has a 140 hp., 400 rpm., $9\frac{1}{4}$ x 14, 4 cylinder Wolverine Diesel which has given 12 years of service.

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Virginia Takes Action On Seafood Bill

The House Committee on the Chesapeake and Its Tributaries, after hearing the protests of watermen, struck out several provisions of the Commission of Fisheries' seafood regulation bill. As reported out, the measure requires one end of a haul seine to be stationary, which would necessitate haul seining being done near shore and would prevent netters from surrounding huge schools of fish in deep waters.

The bill sets a new closed season on sponge (or laying) crabs—from May 15 to September 15—in the area from the western end of Willoughby Spit north to Old Point Light, eastward to Thimble Shoals, thence northeast to Cape Charles Light on Smiths Island, southeast to Cape Henry Light and, bounded by the shore line, back to Willoughby. The closed season on sponge crabs is now April 1 to June 30.

The measure gives the Commission the right to close any natural rock area for repletion of oysters and to establish seed beds and plant shells.

Legislation which would allow Virginia courts to try Marylanders for fishery law violations in the Potomac River was unanimously approved by the House on March 11, thus completing legislative action on the bill. The measure would repeal a Virginia law, which, with its counterpart in Maryland, had each State try its own residents for Potomac violations even though they had been arrested by authorities of the other State. Maryland last year repealed its version of the same law.

House Bill 544, which provides for a hydrographic and biological study of the Chesapeake Bay and the tributaries thereof, was passed by the Senate on March 11. The Virginia Fisheries Laboratory would be designated to make the study, with the help of other agencies, both State and Federal, as soon as practicable. Its findings would be utilized in formulating State policy and possible legislation on seafood conservation.

To Investigate Effects of Big Rockfish Hauls

The Virginia Commission of Fisheries has ordered Dr. Nelson Marshall, director of the State Fisheries Laboratory, to investigate the effect upon conservation of record rockfish hauls made in the Potomac River during the recent spawning season. The rockfish catches, made during a short stretch of warm weather in February, unofficially were reported at more than 100 tons in two days of seining. The fish were netted in shallow water near Wakefield, a short distance down the River from Colonial Beach.

Rockfish also have been unusually plentiful in Tangier and Pocomoke Sounds this year. Pound fishermen in both Sounds were taking from 6 to 8 twenty-five pounders to a fishing during March, and haul seiners were making big catches at the mouth of the Pocomoke River.

Shad and Herring Run Starts

Shad and herring started running in Pocomoke and Tangier Sounds the first week in March with the run increasing in volume until the last of the month, when catches began to decline as the result of cooler weather. Capt. Smith Parks made one of the biggest catches during the month, landing 400 shad and 4,000 herring on the 22nd. Although Tangier Sound fishermen haven't done as well as those in the Pocomoke, they have made some good catches of shad.

"Ocean Breeze" Destroyed by Fire

The fishing vessel *Ocean Breeze*, owned by W. W. Mills of Seaford, caught fire and sank off Cape Hatteras on March 11. Capt. Wilbur Riley of Tidemill and his 6 crewmen escaped in a lifeboat, and were picked up by the *Pauline M. Boland*, skippered by S. P. Saunders of Newport News.

Norfolk Area Landings

Norfolk area fish production for March was 4,782,000 lbs., which figure represents a 1,440,000-pound jump over landings of the previous month, but a 396,000-pound decline from the catch during March, 1947. Sea bass, with 1,950,000 lbs., was landed in the heaviest volume of any species, followed by croaker, with 1,358,000 lbs., and scup, with 945,000 lbs. Of the total, 4,694,000 lbs. were landed by draggers, 40,000 lbs. by seiners, while the remainder came from pound nets.



A part of the big February rockfish catch made by Virginia seiners on the Potomac River.

Maryland Approves Oyster Propagation Program

The oyster propagation program recently approved by the Maryland Tidewater Fisheries Commission calls for dredging 200,000 bushels of seed oysters from Holland Straights, Eastern Bay and the St. Marys River for planting on tidewater county bars this Spring. Planting was expected to begin early in April in Anne Arundel, Kent, Queen Anne, and Dorchester Counties, with seed taken from Mill Hill in Eastern Bay.

Operations will be directed by Ralph Hammer, oyster culturist, who estimates this year's supply of oyster shells at 450,000 bushels, or about half the amount used in past seasons. The shortage of shells is attributed to the small supply of oysters, increased use of shells for road building purposes, and poultry grit.

An additional \$25,000 will be used to propagate areas seriously depleted by natural enemies and for the purchase of conveyors, loaders, barges and other equipment essential to shell planting operations.

Request Longer Crabbing Season

A number of watermen, representatives of seafood packers and members of the Legislature from Somerset County met with the Department of Tidewater Fisheries at Annapolis on March 23 to ask for a longer crabbing season. The watermen requested that the season begin April 1 and close December 1. Under the present law, the season begins on May 1 in the Maryland waters of the Chesapeake Bay, and the Department of Tidewater Fisheries has the power to ban crabbing in the month of November for conservation purposes.

The group also asked that the use of crab pots be permitted in Tangier Sound, and that the number of crab pots allowed for each license be increased from 35 to 100.

Discuss Cooperative Leasing of Oyster Bar

A meeting of Calvert County oystermen was called by State Senator Louis Goldstein at Prince Frederick on March 20 to discuss the Senator's proposal for the oystermen to form a cooperative and lease an oyster rock in Chesapeake Bay from the State. Under the plan, the State would furnish the seed oysters and shells and police the rock. The area proposed for leasing was the 600-acre Flag Pond Oyster Rock in Calvert County, but fear was expressed at the meeting as to the State's ability to guard the area, and an alternate area on the Patuxent was suggested. Another meeting on the matter is scheduled to be held in a few weeks.

Kelvin White Has Baltimore Branch

Kelvin White has opened a new office and showroom in Baltimore, Md., succeeding the business operated by Capt. R. O. Cook. The new branch, under the supervision of Capt. Walter K. Carter, carries a complete line of nautical equipment, specializing in Kelvin White spherical compasses, including the new Constellation. The usual expert compass adjusting, installation and repair service will be available.



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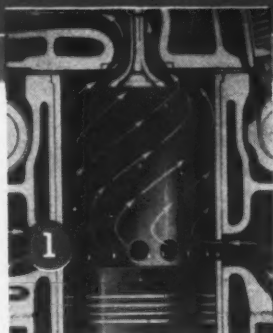
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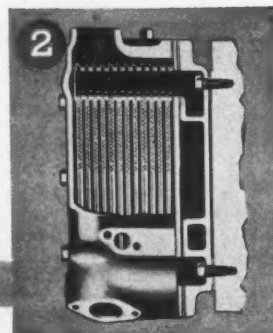


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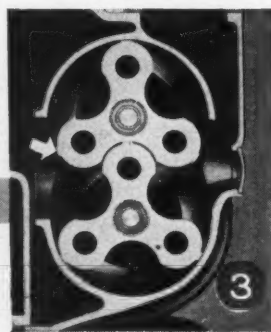


LARGE HOLE CYLINDER LINERS— $\frac{3}{4}$ " diameter air intake ports replace $\frac{5}{16}$ " ports. This offers less restriction to the flow of air, contributes to greater horsepower by improving combustion, cuts fuel consumption and widens the span of efficient operating speeds.



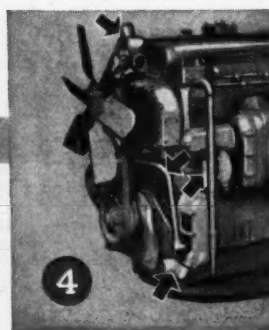
IMPROVED OIL COOLER—Cooling capacity has been increased 50%. This lowers oil operating temperatures, eliminates high-temperature sludging and means longer lube oil usage without draining.

(Not shown on engine cutaway drawing)

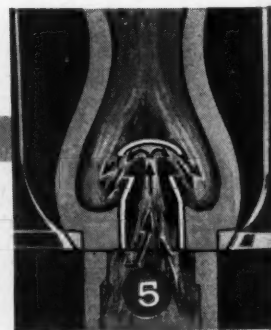


IMPROVED BLOWER EFFICIENCY—By the addition of small lands or ridges along each lobe of the blower, clearance has been reduced between the rotors and blower case. This results in better scavenging with improved combustion and clean exhaust.

(Not shown on engine cutaway drawing)



IMPROVED WATER CIRCULATION—Cooling has been improved by increasing the water flow. Water passages have been streamlined and increased in size at the thermostat housing and elbow, pump inlet elbow, water by-pass tube and oil cooler.



CYLINDER HEAD WATER NOZZLE—Cylinder head cooling becomes more efficient and uniform because the coolant water is directed under pressure to spots requiring the greatest cooling. This results in longer valve life and reduces the possibility of cylinder head cracking.

Consider these Improvements In the New GM Diesels

All of these improvements are available to present owners of GM Series 71 Diesel engines. GM engineering has made these new parts interchangeable with former ones. Thus any owner can bring his engine up to date when parts replacement is advisable by having the new parts installed by his qualified GM Diesel Distributor.

Every Series 71 GM Diesel Engine is Given 2½ or More Hours' Running Test Before Shipment

DETROIT DIESEL ENGINE DIVISION

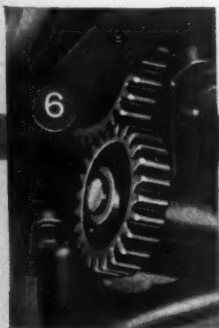
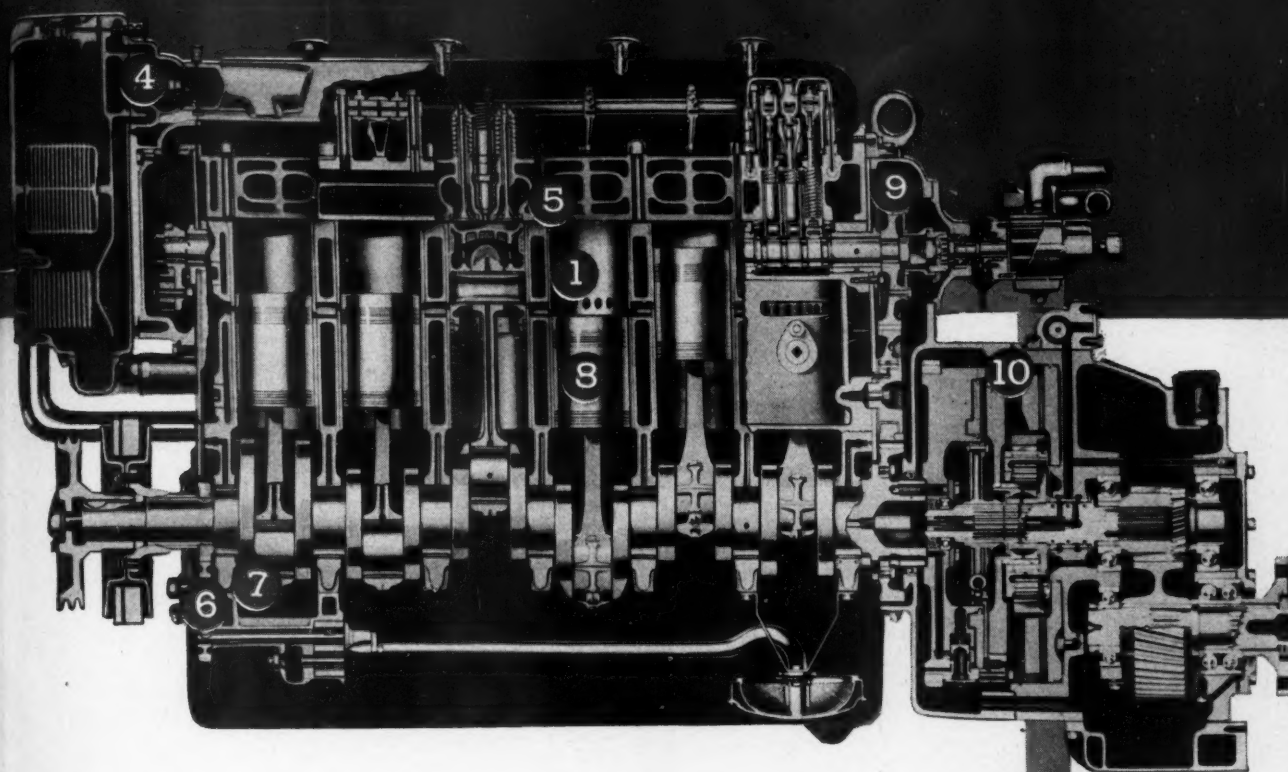
SINGLE ENGINES... Up to 200 H.P.

DETROIT 28, MICHIGAN

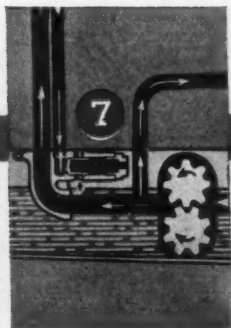
MULTIPLE UNITS... Up to 800 H.P.

GENERAL MOTORS

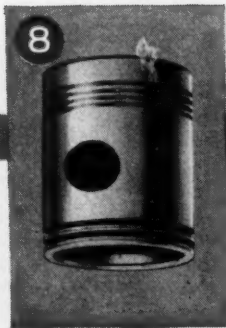
Even Better NOW



GEAR-DRIVEN OIL PUMP—Instead of being chain-driven, the oil pump is now gear-driven. The gears are of long-lasting hardened steel. This has reduced oil pump maintenance and made a more positive drive. Eliminates the possibility of oil pressure failure due to chain breakage. Increased drive ratio steps up flow of oil.



OIL REGULATOR VALVE—assures proper oil pressure in oil gallery and throughout essential passages. Full oil pump capacity flows through the engine. Big improvement over former low-pressure by-pass valve at the lube oil pump.



TIN-PLATED PISTONS—All postwar pistons are again electroplated externally with tin. Tin reduces friction and improves the wearing qualities of the pistons. It also retards the formation of hard carbon deposits.



ALL STEEL GEARS—Every gear in the GM Series 71 engine is now made of high-quality steel for long life and uninterrupted service.



HYDRAULICALLY OPERATED MARINE GEAR—One of the most recent developments for the GM Series 71 marine engine is the hydraulically operated reverse and reduction gear. In this gear, oil pressure does the work. A finger touch controls a valve that gives instant response for forward, neutral or reverse. This gear provides for easy, direct or remote control and greatly reduces over-all size and weight.



Diesel Brawn without the Bulk

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CAMBRIDGE, MASS.

Diesel Marine & Equipment Corp.
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Paxton Company
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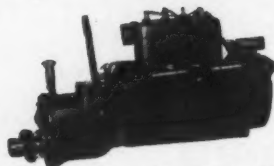
Johnson & Towers, Inc.
PHILADELPHIA, PA.

3 Great Universal Models For Fishing



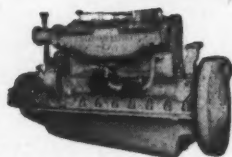
EACH 100% MARINE DESIGNED AND BUILT!

the Utility Four



The world's most popular 100% marine four. Used in thousands of fishing boats the world over. Compact, smooth and exceptionally reliable, provides 25 certified horsepower at 2500 r.p.m., 95 cu. in. displ. Reduction drive model shown. All Universals are salt water equipped.

the Super-Four



A powerful four that will give you years and years of reliable and economical service. Ask any owner about the performance of this Universal model and you'll know why it's the preferred 100% marine motor in its class. Fifty smooth, hard-working horsepower at 3000 r.p.m., 149.3 cu. in. displ.

Cruiser Six



A real fishing six of 90 certified horsepower at 3000 r.p.m. You'll like the security this easy starting, dependable operating model can bring you. You'll profit by its very low fuel consumption. It's better marine power because it's 100% marine—designed and built for the sea, NOT CONVERTED for it.

You get greater value and protection with a Universal—with complete replacement parts available for all models up to 21 years old. Send for literature!

Universal Motor Co.

436 UNIVERSAL DRIVE, OSHKOSH, WIS.

The World's Largest Builders of 100% Marine Motors

Florida Shrimpers Working In Mexican Waters

Five shrimpers in the H. F. Sahlman fleet left Fernandina for Mexico March 25, and are reported to be the last American vessels which will be allowed to enter Mexico for fishing purposes for some time, in order to prevent overcrowding in waters of that country. Three other boats in the Sahlman fleet already were in Mexico at the time, and two craft had left earlier. Seven shrimpers representing other Fernandina fleets also are in Mexico.

More than a score of shrimpers from Fernandina, St. Augustine and New Smyrna are reported to have transferred to Mexican registry. Among those which have transferred from St. Augustine are the *Madalena*, *White Hawk*, *Bom Futuro*, *Morning Star*, *Tug*, *Pennant*, *Victoria* and *Southern Cross*.

In the case of most of these boats, it is said that the American owners have retained a substantial percentage of control, while a Mexican corporation has taken majority ownership. Under the arrangement, the shrimpers are controlled by the corporation for a minimum period of two years. Although American captains are retained, the hiring of all Mexican crews is required, as is registering the boat under the Mexican flag.

Assoc. Working for Harmony with Sportsmen

A resolution asking that the Legislature enact a law prohibiting the use of nets with less than 3" stretch measure east of the Franklin County line throughout the entire State was passed by the Florida Commercial Fisheries Association at its annual convention, held at Jacksonville March 29 and 30. The resolution represents a step toward the group's objective of ending the strife which has existed between commercial and sport fishermen.

L. C. Yeomans of Crystal River was elected president and vice-presidents named for the coming year were Harry McCreary, Tarpon Springs; J. Thomas Smoot, Fort Myers; Frank E. Welles, Pensacola; C. W. Sembler, Sebastian; and Ralph Chadwick, Sarasota. James E. Connor, clerk of the Circuit Court of Citrus County, was named executive secretary of the group.

Land Record Snapper Catch at Fernandina

What is believed to have been one of the biggest catches of its kind this season was brought in at Fernandina on March 1, when the *Gypsy Girl* and the *Green Seas* landed a total of 2,571 lbs. of red snapper at D. S. Peterson's Fernandina Shrimp Co. docks. In addition, the boats carried 282 lbs. of other fish, including grouper, sea bass, sailor's choice, and a 40-pound cavi. The *Gypsy Girl* is skippered by A. B. Allen, while the *Green Seas* is commanded by L. H. Lovell.

"Western" Burns and Sinks

The 61' shrimp trawler *Westerner*, owned by W. L. Hardee of Fernandina and skippered by Capt. Herbert Haddock, burned and sank 45 miles at sea March 16. Two boats which were fishing nearby, the *Green Seas* of the Peterson fleet, and the *Harvester* of the Hardee fleet, with Laurie Mock in command, were summoned by radiotelephone and removed the skipper and the 2 crew members.

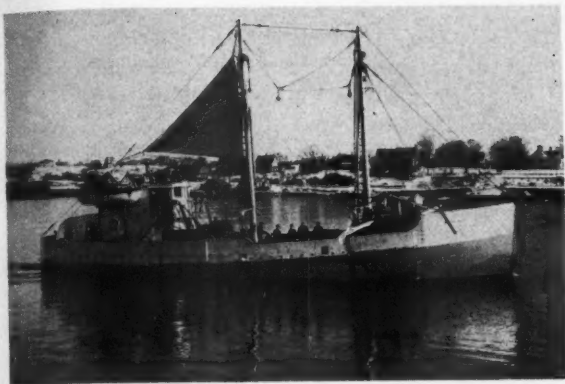
Buys Coast Guard Boat for Fishing

James S. Benton of Madeira Beach recently purchased the 75' Coast Guard cutter *Avenger* at a Government surplus property sale in Norfolk, Va., and is having the craft converted into a fishing boat. The 24-year-old wooden vessel, which will be skippered by James S. Wakefield, has a top speed of 17 knots.

The craft will have a crew of 5, and will carry provisions for fishing trips of from 10 days to 2 weeks and enough ice to last three weeks. The crew will not fillet the fish while at sea, but instead will pack them in crushed ice in 4 ice boxes located in the hold. The vessel has a capacity of approximately 15,000 lbs.

Spongers' Cooperative to Be Dissolved

Because of a scarcity of sponges, the Sponge Producers Exchange, Inc., a cooperative organization formed last year at Tarpon Springs to combat slumping prices, will be dissolved as soon as its present stock of sponges is sold. The cooperative members will resume selling to the Tarpon Springs Sponge Exchange, for long the only local market for sponge catches.



The 100' Gloucester dragger "Mary and Josephine" owned by Capt. Custodio Cecilio and Capt. Benjamin Cucura. Built by Arthur D. Story Shipyard, Inc., Essex, Mass., she is equipped with a 400 hp. Atlas Diesel with Twin Disc sailing clutch and a 2-cylinder 16 hp. Deseco Lister Blackstone Diesel auxiliary set with Kinney clutches. She recently landed a maiden trip of 210,000 lbs., nearly a capacity catch.

Gloucester Vessel Lands Record Redfish Catch

The *Pan Trades Andros*, Capt. Walter Beateay, landed 250,000 lbs. of redfish at Gloucester on March 2, which was believed to be the largest fare of redfish ever landed at any port. The craft, which also landed 20,000 lbs. of mixed fish, stocked in the vicinity of \$12,000.

The *Benjamin C.*, skippered by Capt. Joseph Ciaramitaro, made the largest gross stock and gross share of any Gloucester fishing boat in several years, when she landed a 198,500-pound trip at Boston on March 1 that was sold for \$17,900, giving her 12-man crew a gross share of \$733 each.

Seiner "Santo Antonino" Lands First Mackerel

The first Gloucester seiner to land mackerel this season was the *Santo Antonino*, Capt. John Vidala, which brought in 35,000 lbs. of the fish at Norfolk, Va. on March 30. The mackerel were caught 18 miles East Northeast of Chesapeake Lightship in 16 fathoms of water, during a little more than an hour of "darks". The fish averaged 1½ lbs., and brought 13½¢.

Seiners which were in the South early in April included the following: *California*, Capt. Philip Cusumano; *Santa Maria*, Capt. Peter Mercurio; *Alden*, Capts. Alphonse and Frank Mineo; *Capt. Drum*, Capt. Gus Demetri; *Yankee*, Capt. Cyril Dyett; *Jackie B.*, Capt. Benjamin Randazza; *Rosie and Gracie*, Capt. Joe Pallazola; *Bethulia*; and *Eleanor*.

Dragger "Linta" Sinks

The 90' dragger *Linta*, owned and skippered by Capt. Joseph Billante, sank 33 miles East of Thatcher's Island buoy March 26, after puncturing her bottom. Capt. Billante and his 6-man crew were removed from the *Linta* by the *Mary W.*, Capt. Salvatore Nicastro, which was in the vicinity.

Changes in the Fleet

Two Gloucester draggers, the *Poseidon* and the *Lousam*, have changed hands recently. The *Poseidon* is now owned by Capt. John Aiello, while Henry Marshall of the Marshall Vessels Co. owns the *Lousam*.

The dragger *Redskin* was expected to resume fishing in April after grounding at Eastern Point several weeks previously. She will be commanded by Capt. John Sinagra.

"Serafina II" Repowered

The 70' *Serafina II*, owned by Captain Guiseppi Cianciola of Gloucester, has been equipped with a new 170 hp. Buda Diesel and 1335-48 Hathaway winch, installed by Independent Machine Co. of Gloucester.

Are You Ready for Spring Fishing?

WE CAN SUPPLY

WHITLOCK CORDAGE

Buoy Line and Heading Twine

PETTIT PAINTS

"Have covered the waterfront since 1861"

NETTING

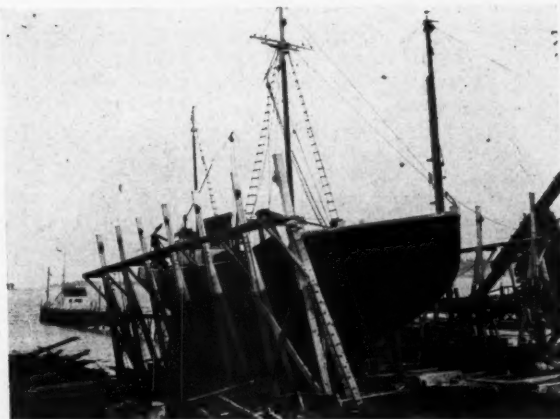
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HIGH-LINE PRODUCER

Philip & Grace

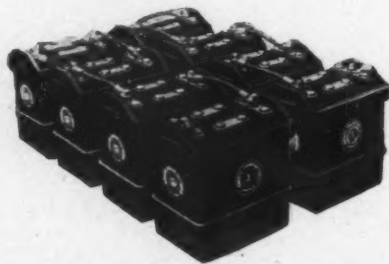


Depends on

Surrette

MARINE BATTERIES

One of Gloucester's highliners, the 96 ft. "Philip & Grace", owned by Capt. Philip Curcuro, was equipped recently with 32 volt Surrette G-T-S-21, 340 ampere hour heavy duty marine batteries. This dragger is an outstanding producer, having hauled for 1,709,000 pounds of fish in 14 trips during the last half of 1947.



These rugged, Triple Insulated, Heavy Duty Batteries in Monobloc Hard Rubber Cases cost less because they last longer. They are the most powerful batteries built of their size.

Don't accept any substitutes. There are none for Heavy Duty Marine Service.

SURRETTE STORAGE BATTERY CO.
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CONNECTICUT

Assoc. Open to All Licensed Fishermen

The Connecticut River Commercial Fishermen's Association, which met at Haddam on March 30, decided to open its membership to all licensed commercial fishermen. Previously, only Connecticut River fishermen were eligible for membership.

A resolution urging that one of its members be appointed to the Connecticut State Board of Fisheries and Game was adopted by the Association.

Changes in the Stonington Fleet

The *Charlotte* is again fishing out of Stonington, after spending some time on the Southern grounds. The craft is owned by George Stebbins, while Capt. Harry Kolvig is skipper.

Capt. Fred Hoadley of Stonington has sold his 28' lobster boat to Clifton Foster of Mystic.

"Betty Boop" Being Repowered

The *Betty Boop* is having a 165 hp. Gray engine installed by the Fishermen's Repair Service of Stonington. George Roderick is the skipper of this vessel.

Named Director of Connecticut Fishermen, Inc.

Capt. W. Harold McLaughlin of West Mystic has been chosen to the Board of Directors of the Connecticut Fishermen, Inc., to replace Capt. Harry Kolvig. Capt. McLaughlin owns the *Marise*, which fishes out of Stonington.

Thomas Operating Watrous' Machine Shop

The machine shop of the late C. S. Watrous, Stonington, is now under the management of the Thomas Boat Yard and Livery, which will specialize in machine shop work.

E. E. Ball Dies

E. E. Ball, a pioneer in the oyster business in New Haven, died on March 15 at the age of 86. Mr. Ball was president of the E. E. Ball Oyster Co.

Two Boats Being Readied for Oystering

A former party fishing boat, the 65' *Klondike*, is being built over for oystering by Hitchcock Gas Engine Co., Bridgeport, Conn. The vessel recently was purchased by Beacon Oyster Co. of Wickford, R. I., and will be operated out of New Haven. She will be repowered with a D13000 115 hp. Caterpillar Diesel with 3:1 Joes reduction gear, sold by H. O. Penn Machinery Co.

The 80' oyster dredge *Americus* owned by American Oyster Co. of Providence, R. I., and operated out of Greenport by Capt. Philip Bakelaar has been remodeled by West Haven Shipyard, West Haven, Conn. Her hull was rebuilt to three planks below the water line, a new stern was installed and a new pilot-house erected. The boat is powered with a 100 hp. Fairbanks-Morse engine and has been equipped with a new Hitchcock hoist.

Boston Trawler Being Reconverted

The ex-trawler *Illinois*, which the Government acquisitioned in 1942, has been purchased by a new company headed by Isidore Bromfield and is now being reconverted for fishing at the United Shipbuilding Corp., East Boston. Built by Lawley in 1941, the vessel formerly was operated by Booth Fisheries Corp. and is powered with a 650 Cooper-Bessemer Diesel. Her new name is the *Tern*. Capt. B. L. Parsons of the shipyard brought the vessel from San Francisco in 27 days.

"Lynn", "Arlington" Land Profitable Trips

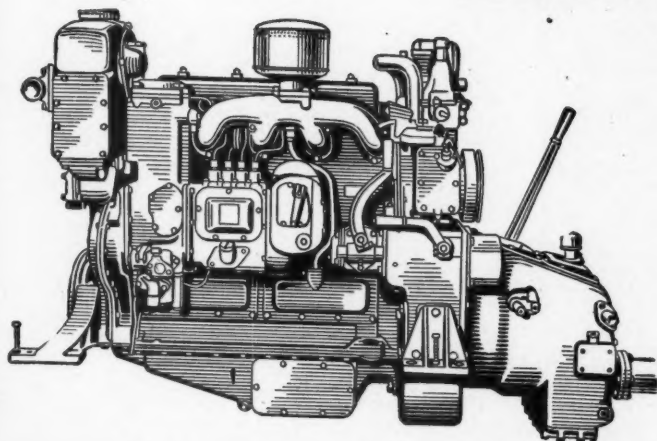
The trawlers *Lynn* and *Arlington* landed profitable ground-fish fares at the Fish Pier on March 3. The *Lynn* hauled for 215,500 lbs., including 172,000 lbs. haddock, and gross stocked about \$22,000. The *Arlington* had a 200,800-pound fare, including 115,000 lbs. haddock, and gross stocked about \$20,000.

Big Day's Landings

The largest catch for any day this year was landed at Boston March 15, when 42 vessels brought in 2,288,400 lbs. of mixed groundfish. The catch included 1,085,000 lbs. of haddock.

CATERPILLAR

NEW D315 DIESEL



53 hp. Continuous Duty

RELIABLE POWER

for

SMALL DRAGGERS

WORK BOATS

PARTY BOATS

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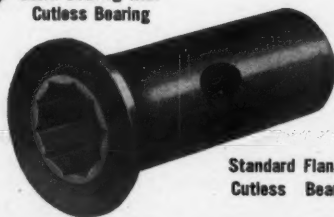
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Water lubricated Cutless rubber bearings provide smooth, quiet operation on fishing vessels. Outlast all other bearings by as much as 15 to 1. Save shafts—save time—save money. Most sizes in stock for immediate delivery.

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Manufactured in yarn sizes same as cotton and twisted the same as seine twine. Made in 3 sizes—24, 30, 36 in place of the usually much larger cotton sizes.

Readily adapt-
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Help the "Save Food" campaign and save on distribution costs, with snow-ice. Illustration shows operator of fish and oyster company icing a truck. This method saves space, ices more quickly, reduces labor cost. In closed trucks, the Crusher-Slinger blows

snow-ice into hard-to-reach places—placing a protective blanket of "snow" over the whole load. Easy operation. Available in portable or stationary models, gas or electric, in various sizes. Ask for Book No. 2261.

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Please send Ice Crusher-Slinger Book No. 2261 to

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LINK-BELT ICE CRUSHER-SLINGER

Rhode Island Fishing Laws Under Discussion

Senators John F. Fitzgerald of Newport and Raymond A. McCabe of Providence introduced a bill on March 17 which would empower the director of agriculture and conservation to establish conservation zones for the purpose of regulating and stabilizing the State's shellfisheries, and to issue licenses for the taking of quahogs with boats up to and including 40' in length. The bill apparently would make quahog dredging in Narragansett Bay legal, as the 40' length would include most if not all of the craft in the quahog dredging fleet. These vessels now operate legally only in the lower part of the Sakonnet River and in season.

License fees would be not over \$100 for a 30' boat, and could be increased \$6 a foot length to the maximum of 40', or \$160 for the latter size as a top figure.

An advisory committee consisting of two licensed tongers, two licensed dredgers, a member of the Senate and a member of the House, would be appointed by the Governor to aid the director in setting up regulations and penalties, but no rules or regulations would be effective until presented at a public hearing. The director would be empowered to confiscate any boat found fishing without a license.

The bill prohibits the committee from adopting any regulation permitting the taking of quahogs under 2" in size, but allows it to provide for the transplanting of quahogs from polluted to clean water and for the leasing and protection of suitable grounds for experimental cultivation of quahogs. An identical bill went into the House under the sponsorship of Rep. Charles L. Walsh of Newport.

A resolution proposing the creation of a 10-member commission to recommend changes in Rhode Island's much disputed shellfish laws was passed by the House March 24. The measure, carrying an appropriation of \$4,000, was introduced by Rep. Edward J. Seigny of Warren.

The proposed commission would be composed of Dr. Raymond G. Bressler, State director of agriculture and conservation; Rep. Seigny, chairman of the House fisheries committee; Senator George M. Westlake, chairman of the Senate fisheries committee; three persons representing the public; and one representative each of the quahog dredgers, the quahog tongers, the oyster dealers and the other shellfish dealers, all to be appointed by the Governor. The commission would be directed to report to Governor John O. Pastore not later than Sept. 30.

Lobster Season Opens

The Rhode Island lobster season opened on April 1, with 105 fishermen, 10 or 15 more than last year, licensed to take the crustaceans. The season lasts 9 months.

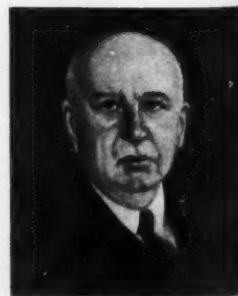
"Betty B." Gets New Winch

Hathaway Machinery Co. installed its 7233B winch on the 60' dragger *Betty B.*, owned by Capt. Linus Dodge of Block Island and powered with an 80 hp. Caterpillar Diesel.

Ambrose M. Starr

Ambrose M. Starr, who was a well-known figure in the fish netting business for half a century, died in East Hampton, Conn., on March 23 at the age of 75.

Mr. Starr was one of the founders of the Starr Net and Twine Co. at East Hampton in 1896 and was also one of those who established the Fish Net and Twine Co. at East Haddam, Conn. He sold his interest in both of these firms in 1915, together with the late Henry Starr, founded the present A. M. Starr Net Co. Management of this Company continues under his son, Robert J. Starr who has been associated with the business for many years.



Lake Superior Trout

(Continued from page 17)

fishermen who take them with floated hooks. In the Fall, there is a noticeable movement toward shore to spawn, at which time many are caught by all sorts of commercial gear. After spawning, the trout return to deeper water.

Superior trout, next to sturgeon, is the largest of Great Lakes fish. A 125-lb. trout reportedly was taken in a commercial fisherman's net in Lake Superior some years ago. Dr. Van Oosten says there is an authentic record of an 88-lb. lake trout captured in this region and the Adair brothers, commercial fishermen of Munising, Mich., hauled in a 74-pounder not so long ago near Grand Island. Although some of the trout weigh over 50 lbs., the average weight of individual trout in commercial catches varies with the locality fished, the season and with the gear used. Commercial fish usually run from 3 to 8 lbs. or 10 to 15 lbs. with a few heavier than 25 lbs. The larger fish usually are taken in the late Fall within spawning areas.

Superior trout grow at the rate of about four inches a year. It requires seven years before they reach sexual maturity. At that age they are above 20" in length and weigh more than five pounds. Although Superior trout live to an old age for fish, the oldest lake trout on record was 20 years of age.

In the early days commercial fishermen used seine and trap nets to produce Superior trout, and at that time the trolling method was widely used to produce trout for market during warm months of the year.

For trolling, large reels, heavy rods, metal or heavy cutty-hunk line, and copper, nickel, brass, silver or pearl spoons are used. Most of the commercial fishermen prefer number 5-0 and 6-0 hooks for trolling operations. Best results in trolling can be had by fishing at three miles an hour just off bottom of the banks or reefs where Superior trout concentrate. From 150' to 2,000' of line are let out, depending on the depth fished.

It is not uncommon for commercial fishermen to operate as many as five lines at one time, requiring five individual cedar or balsam wood poles to carry those lines. A heavy spring is connected to the line near the pole to indicate when a trout hits the bait.

Another type of gear frequently used by many commercial fishermen is the set hook. This method employs a small power boat, at least two men and from 12 to 15 miles of fish line, specially made for the purpose, on which 30 number 6-0 hooks to every 300' of line are used. The fish hooks are tied to 10-foot leaders with a small lead weight a foot above and then attached to the fish line at 10-foot intervals. Another leader about three feet in length with a cork, wood or plastic buoy attached to it is employed to float the lead directly above the position of each fish hook, which should be baited with a whole herring.

To prevent the gear from submerging too deeply, a larger buoy is employed at every 300-foot interval on the fish line. For end-of-line an even larger buoy, which is anchored to the bottom by means of a bag of sand on a rope, is used.

Fishing laws require fishermen to mark each buoy with a small flag, his name, address and commercial license number. The buoys 300' apart and the end buoys of the fishing line are the only buoys required to be marked, however. The small hook placement identification buoys are never flagged.

Set hook lines are fed into the water from boxes. The proper place to start setting the line is 12 miles from shore. Each hook is baited as the line is played out, with the tug moving slowly forward. Once the operation of setting the line is completed, several hours or more should elapse before the catch is removed. Each hook is rebaited, as the fish are removed, and the gear is returned to the water at its former position.

Another means employed in commercially taking trout from waters of Lake Superior is the conventional gill net which is responsible for the bulk of the production.

The pound net method occasionally is employed inshore at spawning time, except when the season is closed. Deep trap and seine net methods virtually have been discarded.

Millions of pounds of trout are taken from the waters of Lake Superior every year by the United States and Canadian commercial fishermen. And commercial fishermen are of the opinion that this largest of the five big lakes eventually will produce more trout than any other fresh water lake in the world.

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The best fishing equipment is useless without strong, dependable hooks. Sharp points and barbs, specially hardened steel that can hold a heavy fish and finish that can take a beating... these make PFLUEGER Coast Limerick Fish Hooks the favorites with fishermen who want the best.

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There's a "Caterpillar" Diesel D-8800 Marine Engine below the deck of this Connecticut fishing boat — pulling loads of 25,000 lbs. without missing a beat.

With service by the H. O. Penn Machinery Co. this engine is always ready for a long trip or a capacity load.

H. O. Penn Machinery Co.

NEW YORK, N. Y. MINEOLA, L. I. POUGHKEEPSIE, N. Y. NEWINGTON, CONN.

FOR COMPLETE PROTECTION KEEL-TO-MASTHEAD

follow the line of *most* resistance



AMERCOAT PLASTIC ANTI-CORROSIVE PRIMER
Unequalled protection against corrosion on steel hulls.
One application lasts for years.

AMERCOAT ANTIFOULING (Based on Kettle Memorial Institute Formula)
Finely divided toxic copper, specially formulated vehicle
and controlled leaching rate maintain full poisoning
effect up to 18 months.

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A rugged coating specially designed for the critical
wind and water line.

AMERCOAT PLASTIC TOPSIDE FINISH
Unequalled protection for all areas above deep lead line
on both steel and wood surfaces. Attractive glossy finish,
available in a variety of colors.

**Write for complete details and
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three or four strand — complete trawls
and sections at prices that mean a savings
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Manufactured by the world's largest
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Complete Assembly or Individual Parts

SPRAY TIP and VALVE ASSEMBLY



No. 5227325
Spray Tip and Valve As-
sembly consists of
1 Stop Check
1 Valve Spring
1 Spray Tip—
7 hole
1 Valve and Seat
Sold in part or as complete
assembly

----- *These and many more* -----

NUMBER	DESCRIPTION
5226888	Injector Filter Element
8502957	Oil Cooler Element 12 Stack
5227325	Spray Tip and Valve Assembly
5227231	No. 80 Injector and Case
5157393	Blower Assembly—Left
5157396	Blower Assembly—Right

Write for complete parts list and low net prices.

SURPLUS AUTOMOTIVE COMPANY
"DIESEL PARTS SPECIALISTS"

1329 S. MICHIGAN AVE. CHICAGO 5, ILLINOIS

Fish Landings for Month of March

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (7)	134,000	Linta (2)	8,000
America (3)	12,000	Maris Stella (1)	60,000
American Eagle (2)	10,000	Mary S. (2)	12,000
Andarte (2)	139,000	Nancy F. (1)	4,000
Annie Louise (3)	13,000	Natale III (1)	8,000
Beatrice & Rose (1)	5,000	Nautilus (1)	65,000
Carolyn & Priscilla (2)	112,000	Nora D. Sawyer (4)	14,000
Chabague (1)	4,000	Nyoda (1)	3,000
Cigar Joe (1)	5,000	Positive (2)	307,000
Elmor & Jean (3)	15,000	Richard J. Nunan (2)	101,000
Ethelina (3)	166,000	Silver Bay (2)	319,000
Evzone (4)	172,000	Vagabond (3)	155,000
Ida & Joseph (1)	8,000	Willard Daggett (2)	44,000
Lawrence Scola (4)	25,000		

BOSTON

Acme (5)	13,800	Lynn (4)	502,200
Addie Mae (6)	16,000	Maine (2)	320,500
Adventure (1)	110,000	Margaret & Marie (1)	12,500
Agatha & Patricia (3)	119,700	Margee & Pat II (3)	361,100
Albatross (2)	125,000	Maria Soccora (4)	4,500
Alphonso (5)	13,200	Maria Guiseppe (3)	14,200
Annie & Josie (6)	13,100	Marjorie (1)	90,600
Arlington (3)	644,800	Marjorie Parker (1)	69,000
Atlantic (3)	295,300	Marsala (1)	10,600
Ave Maria (6)	11,500	Mary & Jennie (3)	7,100
Bay (2)	295,100	Mary J. Hayes (1)	79,000
Benjamin C. (2)	382,500	M. C. Ballard (2)	259,600
Billow (3)	243,800	Michael G. (4)	19,200
Bonnie (2)	334,100	Nancy B. (3)	53,000
Breaker (2)	243,000	Napthun (2)	263,800
Breeze (1)	104,300	Nina B. (3)	273,600
Calin (2)	420,500	Nova Antonio (6)	21,100
Cambridge (2)	298,000	Ocean (2)	398,000
Carmela Maria (Dragger) (6)	31,500	Olympia (2)	76,100
Carmela Maria (L. Tr'ler) (4)	10,800	Olympia La Rosa (3)	60,100
Carole June (1)	61,500	Paolina (6)	18,100
Casco (3)	27,000	Phantom (2)	306,400
Catherine B. (Dragger) (5)	152,600	Philip & Grace (2)	225,900
Catherine B. (L. Tr'ler) (4)	21,700	Pioneer (3)	44,400
Chas. M. Fauci, Jr. (3)	191,500	Plymouth (3)	290,500
Clipper (1)	124,000	Princess (5)	17,600
Cormorant (3)	397,100	Quincy (3)	306,900
Crest (2)	394,600	Racer (2)	252,300
Delaware (3)	432,900	Red Jacket (2)	350,200
Diana C. (4)	28,300	Richard J. Nunan (1)	49,500
Dorchester (3)	327,500	Robert & Edwin (3)	10,100
Drift (2)	179,200	Roma (5)	5,500
Elizabeth B. (2)	132,900	Rosalie D. Morse (3)	281,900
Esther M. (3)	490,800	Rosemarie M. (3)	464,700
Ethel (5)	542,700	Rosie (3)	3,900
Familia (3)	35,000	Rush (2)	387,900
Fanny F. Hickey (7)	18,700	St. Anna (7)	32,100
Flow (2)	254,100	St. Joseph (L. Tr'ler) (1)	2,700
Flying Cloud (3)	485,900	St. Michael Angelo (4)	16,500
4-A-608 (4)	9,900	St. Nicholas (1)	170,500
4-C-887 (2)	7,300	St. Peter (1)	119,000
4-E-885 (4)	11,200	St. Rita (1)	6,400
4-G-370 (1)	3,900	St. Theresa (3)	10,000
4-G-673 (2)	8,900	San Antonio (2)	5,500
4-H-673 (1)	3,500	San Calogero (7)	22,700
4-H-823 (5)	26,100	Santa Lucia (4)	17,500
Francesca (4)	21,900	Santa Rita (2)	10,400
Geraldine & Phyllis (3)	228,300	Savoia (6)	26,900
G. N. Soffron (1)	92,000	Sebastiano & Figli (1)	5,100
Golden Eagle (1)	147,500	Six Brothers II (6)	19,100
Gudrun (2)	205,600	Squall (2)	472,500
Holy Family (1)	67,800	Storm (2)	380,500
J. B. Junior (3)	367,000	Surf (2)	339,400
J. B. Junior II (4)	22,200	Surge (2)	352,300
Joe D'Ambrosio (1)	1,800	Swell (2)	391,800
Josephine (1)	3,900	Texas (2)	96,500
Josephine E. (2)	275,500	Theresa R. (2)	130,500
Josephine F. (3)	13,500	Thomas D. (3)	331,000
Josephine P. II (3)	81,800	Thomas Whalen (2)	235,300
Josie M. (1)	5,300	Tide (3)	581,200
Julie Ann (1)	165,000	Triton (2)	260,600
Lark (3)	400,600	Two Pals (3)	10,700
Leonarda (1)	4,000	Virginia (1)	63,900
Leonard & Nancy (3)	91,300	Wave (2)	377,000
Little Nancy (4)	116,000	Weymouth (3)	369,500
Lorine III (1)	36,500	Wm. J. O'Brien (3)	484,500
Louise (1)	79,500	Winchester (2)	406,800
Lucky Star (2)	276,500	Winthrop (2)	188,900

Scallop Landings (Gallons)

Charlotte M. (1)	500 Hazel B. (1)	430
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NEW YORK

Amelia (2)	100,500	John G. Murley (3)	204,000
Buzz & Billy (3)	95,000	Kate D. (3)	151,500
Catherine C. (1)	30,000	Lady of Good Voyage (3)	125,000
Edith L. Boudreau (4)	154,100	Major J. Casey (3)	37,600
Elva L. Beal (1)	5,000	Mary (3)	65,400
Emily Brown (3)	178,000	Mary Ellen (2)	18,300
Felicia (3)	123,100	Norseman (2)	42,000
Florence B. (3)	77,600	Olivia Brown (2)	88,800
Gloria (1)	26,000	Rainbow (3)	36,600
Gloria F. (1)	20,000	Raymonde (3)	121,000
Gud Kay (3)	23,000	Richard Lance (2)	23,600

Rosalie F. (3)	97,000	Teresa & Jean (2)	116,000
S #31 (2)	49,000	Virginia (2)	126,500
Sunapee (3)	93,000		

Scallop Landings (Gallons)

Friendship (2)	1,200	Venture (2)	970
Mary Anne (1)	600	Victoria (2)	950
New Dawn (1)	700	Whaling City (2)	1,150

NEW BEDFORD

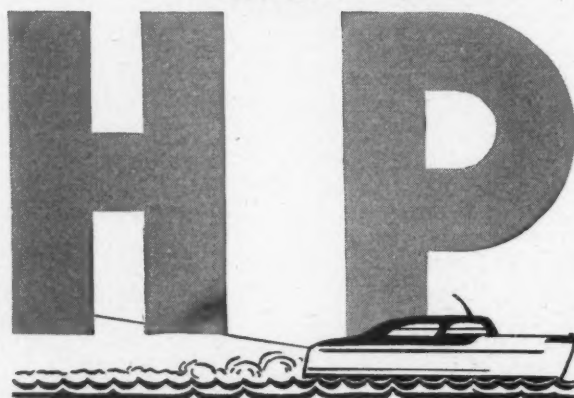
Abram H. (3)	42,800	Johnnie Ryan (1)	9,500
Adele K. (4)	45,500	Josephine & Mary (2)	79,400
Adventure (1)	21,000	Julia K. (1)	5,000
Adventurer (2)	44,500	June Bride (1)	3,000
Agda (3)	26,100	Junioles (2)	169,200
Alice May (1)	4,300	Kelbarsam (3)	37,900
Alva (1)	2,600	Knab (2)	36,200
America (2)	12,400	Leah F. (1)	60,500
Angenette (2)	2,500	Liberty (1)	8,300
Anna (1)	5,000	Lt. Thomas Minor (4)	15,200
Annabelle R. (4)	11,500	Lisboa (1)	7,300
Anne Silvia (1)	6,000	Little Chief (1)	6,700
Annie M. Jackson (2)	28,200	Louis A. Thebaud (3)	76,300
Ann & Marie (2)	7,600	Louise (1)	49,000
Arnold (3)	43,700	Mabel Mae (2)	134,800
Automatic (3)	4,900	Madeline (2)	9,600
Baby Doll (2)	8,400	Malice (1)	8,200
Barbara (4)	59,000	Malvina B. (3)	32,900
Barbara M. (2)	17,900	Maria Julia (3)	24,300
Barrauda (2)	8,500	Mary E. (1)	3,500
B & C. Ballard (2)	24,200	Mary J. Hayes (1)	53,600
Bernice (3)	9,400	Mayflower (2)	7,800
Betty B. (1)	4,200	Mildred & Myra (2)	12,300
Bozo (2)	16,200	Min Flicka (1)	8,600
Capt. Debbold (3)	29,700	Minnie V. (1)	7,000
Carl Henry (2)	102,100	Misham (2)	5,200
Carl J. (1)	6,400	Molly and Jane (2)	28,800
Carol & Dennis (1)	7,800	Nashawena (1)	5,200
Carole June (1)	63,800	Nellie (1)	6,800
Carolyn & Gary (2)	15,200	New England (1)	6,500
Charles T. (3)	140,200	Newfoundland (1)	300
Charles E. Beckman (4)	53,500	Noah A. (2)	4,700
Charlotte (2)	6,400	North Wind (3)	39,700
Chickasaw (4)	16,200	Palmer Island (4)	7,900
Christina (3)	54,700	Paolina (2)	77,800
Christine & Dan (1)	13,900	Papoose (3)	19,700
Clifton (1)	3,500	Pauline H. (2)	141,400
Clipper (1)	107,200	Penguin (4)	62,100
Connie F. (2)	30,100	Princess (2)	26,900
Codnie T. (1)	10,400	Priscilla (1)	7,000
Dauntless (1)	29,000	Pvt. Frank Kessler (1)	5,900
Doris (2)	4,600	Prosperity (3)	19,400
Dorothy (3)	9,500	Quest (1)	4,900
Dorothy & Betty (3)	10,200	Question (1)	4,800
Edith (3)	43,800	Ranger (1)	7,900
Eleanor May (1)	28,100	Richard Lance (1)	15,000
Elva & Estelle (4)	1,100	Rita (1)	9,900
Elva L. Beale (1)	63,900	Roberta Dee (1)	5,300
Etta K. (3)	1,900	Rose Jarvis (2)	9,800
Eugene & Rose (3)	16,200	Rose Marie (1)	2,100
Fairweather (3)	31,500	Rosie II (1)	14,500
Fan & Mary (2)	20,000	Russell S. (1)	6,300
Fannie Farnell (3)	13,300	St. Anthony (2)	9,300
Five Sisters (1)	11,200	Sandra & Jean (1)	11,200
Fred Henry (3)	5,400	San & Mary (1)	4,500
Gannet (5)	20,000	Serafina (3)	10,400
Gertrude D. (1)	137,200	Sister Alice (4)	13,400
Gladys & Mary (2)	7,600	S. M. Murtosa (4)	24,400
Gloucester (1)	91,200	Solveig J. (4)	164,700
Grayling (2)	10,800	Southern Cross (2)	11,300
Gull (1)	7,100	Stanley B. Butler (3)	216,700
Harmony (2)	3,900	Susan R. (3)	14,500
Hazel (1)	107,200	Susie O. Carver (2)	22,000
Heedja (2)	4,600	The Friars (3)	66,300
Helen Mae (3)	13,400	Three Pals (2)	8,500
Hope (2)	130,500	Trio (2)	7,500
Hope II (1)	10,800	Turtle (5)	24,600
Huntington Sanford (3)	24,300	Two Brothers (1)	23,500
Irene & Walter (1)	13,500	Two Brothers (R.L.) (1)	22,200
Ivanhoe (4)	21,000	Victor Johnson (3)	28,300
Jacintha (3)	5,700	Viking (5)	136,300
Janet Elise (2)	63,700	Viking (Chilmark) (2)	7,200
J. Henry Smith (3)	148,200	Wamsutta (1)	41,200
Joan & Marie (1)	10,100	Wanderer (3)	10,400
Joan & Ursula (4)	15,100	Wild Duck (2)	139,100
	1,900	William Chesebrough (1)	6,500
	81,500	Winifred M. (2)	11,700

Scallop Landings (Gallons)

Alpar (2)	1,500	Flamingo (2)	1,050
Antonina (1)	685	Four Sisters (2)	1,400
Antonio (1)	100	Francis J. Manta (2)	1,450
Arthur L. (3)	1,700	Friendship (1)	555
Beatrice & Ida (1)	600	Gay Head (2)	655
Bettina (1)	400	Growler (2)	1,400
Bobby & Harvey (2)	1,450	Janet & Jean (2)	700
Bright Star (2)	1,350	Jerry & Jimmy (1)	700
Camden (3)	1,330	Kingfisher (2)	1,250
Carol & Estelle (2)	1,575	Lady Stuart (3)	1,550
Catherine & Mary (1)	325	Linus S. Eldridge (2)	1,500
Daggy (1)	300	Lubenay (1)	555
Doris Gertrude (1)	575	Malene & Marie (2)	1,700
Eunice-Lilian (2)	725	Maridor (2)	1,175
Fairhaven (1)	800	Marie & Katherine (2)	1,300

(Continued on next page)

Federal Facts vs Fancy Answers about



YOU CAN'T FOOL AN ENGINE

with fancy answers. Hook it up with a make-shift propeller and it will just deliver a part of the drive it is capable of. But slip on the Federal propeller that your Federal dealer recommends and you will have the true facts before your eyes. You'll see your delivered H.P. soar upward and your operating costs go DOWN.

A scientifically designed, accurately built wheel is one of the best investments in economy you could possibly make.



NEW BEDFORD

(Continued from page 35)

Mary Canas (1)	555	Pelican (2)	1,700
Mary D'Eon (1)	700	Porpoise (2)	1,450
Mary R. Mullins (2)	1,555	R. W. Griffin, Jr. (3)	2,450
Mary Tapper (2)	1,250	St. Ann (1)	700
Moonlight (1)	600	Sea Hawk (1)	500
Muriel & Russell (2)	950	Sea Ranger (1)	350
New Bedford (2)	1,300	Ursula M. Norton (2)	1,250
New Dawn (1)	170	Venture I (2)	1,950
Newfoundland (2)	1,305	Viking (1)	150
Olive M. Williams (2)	1,250	Virginia & Joan (1)	700
Palestine (1)	500	Wm. D. Eldridge (2)	1,850
Pearl Harbor (1)	750	Wm. H. Killigrew (1)	1,000

GLOUCESTER

America (3)	95,500	Linta (1)	30,000
American Eagle (2)	84,500	Lorine III (1)	14,000
Angie & Florence (3)	119,000	Margie & Roy (3)	5,500
Anthony & Josephine (6)	33,000	Maria Immaculata (4)	40,000
Ariel (7)	12,500	Marie & Winifred (3)	136,000
Austin W. (2)	120,000	Maria Stella (2)	231,000
Avocet (1)	1,300	Mary (5)	12,500
Babe Sears (2)	141,000	Mary F. Curtis (2)	281,000
Baby Rose (1)	125,000	Mary & Josephine (3)	602,000
Barbara C. (1)	4,000	Mary Rose (2)	269,000
Barbara C. Angell (2)	322,000	Mary W. (2)	58,000
Beatrice & Rose (2)	50,000	Mother Ann (2)	353,000
Benjamin C. (1)	165,000	Nancy F. (3)	65,000
B. Estelle Burke (3)	293,500	Natale III (3)	221,500
Bonaventure (3)	267,000	Newton (2)	260,000
Caroline & Friscilla (1)	90,000	No More (2)	3,500
Catherine Amiraault (2)	341,000	North Star (2)	35,000
Chebeague (1)	4,000	Novelty (2)	7,500
Cigar Joe (3)	157,000	Nyoda (2)	21,000
Columbia (2)	429,000	Olympia (1)	46,500
Conquest (3)	363,000	Pam Ann (2)	257,000
Corinthian (1)	190,000	Pan Trades Andros (2)	520,000
Curlew (2)	263,000	Paul Howard (2)	220,000
Dale (2)	5,000	Phyllis & Mary (3)	96,000
Dartmouth (3)	337,000	Pilgrim (3)	421,000
Dolphin (2)	337,000	Puritan (2)	191,000
Doris F. Amero (1)	33,000	R. Eugene Ashley (3)	261,000
Eva B. Clark (1)	500	Rita B. (2)	161,500
Evelyn G. Sears (1)	30,000	Roma II (2)	3,000
Falcon (2)	2,000	Ronald & Mary Jane (3)	421,500
Florence & Lee (2)	360,000	Rose and Lucy (2)	30,500
Frances R. (3)	143,000	Rosemarie (2)	59,000
Gaetano S. (2)	269,500	St. Anthony (4)	219,500
Gertrude E. (4)	5,000	St. Christopher (2)	295,000
G. N. Soffron (1)	117,000	St. Joseph (4)	108,500
Golden Eagle (2)	244,000	St. Nicholas (1)	178,500
Gov. Al Smith (2)	190,500	St. Peter (3)	159,000
Helen M. (2)	113,000	St. Peter II (1)	52,500
Hilda Garston (1)	250,000	St. Providence (5)	10,500
Holy Family (2)	205,000	St. Rosalie (1)	15,000
Ida & Joseph (3)	192,500	St. Victoria (3)	294,000
Immaculate Conception (2)	40,500	Salvatore & Grace (2)	55,000
Irma Virginia (5)	20,500	Sea Hawk (1)	15,000
Jennie & Julia (3)	20,000	Sebastiana C. (2)	81,000
Jennie & Lucia (3)	210,000	Serafina N. (1)	19,000
Joseph & Lucia (2)	281,000	Sunlight (2)	360,500
Joseph S. Matros (1)	70,500	Sylvester F. Whalen (2)	360,000
Julie Ann (2)	260,000	Theresa M. Boudreau (2)	217,000
Killarney (2)	269,000	Thos. J. Carroll (2)	212,000
Kingfisher (3)	646,000	V-E Day (1)	102,000
Leonard & Nancy (1)	100,000	Venture II (2)	153,500
Leretha (3)	334,000	Wind (1)	110,000

Soft-shell Clam Situation

Legislation authorizing the Fish & Wildlife Service to make a study of the declining soft-shell clam industry in Maine, Massachusetts, Connecticut and New Hampshire has been recommended by the Oyster Institute of North America, the Fish & Wildlife Service, and the New Jersey State Department of Conservation.

Hearings have been held on bills introduced by Congressmen Bates (Mass.), Hale (Me.), and Merrow (N.H.) which would provide \$50,000 for FWS for research to determine (1) the causes of depletion; (2) means to increase production by methods of cultivation; and (3) means of purifying clams taken from polluted waters or for their transportation to safer waters in ways that will permit self-purification and commercial use.

On April 16 a subcommittee of the Senate Interstate and Foreign Commerce Committee, of which Senator Capehart (Ind.) is Chairman, will hold hearings on a similar bill (by Senator Green (R. I.), S. 1979) to those listed above.

Some idea of the extent of decline is revealed by Maine production figures. Maximum production of 38.7 million pounds was attained in 1908, declining to an average of 6.3 million pounds for the 5-year period, 1943-1947, or less than 1/6 of the peak production.

Sponsors of the House Bills, testifying before a House Merchant Marine and Fisheries Subcommittee, made it clear that New England soft-shell clam production has reached a critical point and that aid in improving the situation is necessary.

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S-N FINGER-TIP CONTROL...

means

MANEUVERABILITY—The Hydraulic Control gives you instant power in dangerous waters and tight places.

SAFETY—The Hydraulic Gear Actuation is quickly adapted, in emergency, for manual control.

EASY SERVICING—While under way, the Pump, Selector Valve and Power Piston Assembly may be removed for repair.

PLUS EFFICIENCY—The Gear capacity is 100% forward, 100% reverse engine power at full speed.

PLUS LONG LIFE—The Forward Clutch is a non-metallic lined cone (bonded, not riveted).

PLUS ECONOMY—The Reduction Gearing is of Herringbone type straddle mounted by ball or roller bearings . . . eliminates costly bearings.

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GEAR

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FRESH AND FROZEN SEAFOODS

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Fillets - Ocean and Bay Roundfish

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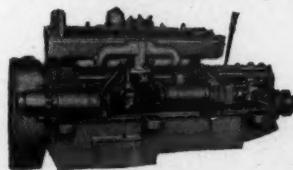
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Red Wing

MARINE ENGINES



**Hiawatha
Special
58-90 hp.**

L-head, 6 cyl., 4 in. bore
x 4 1/2 in. stroke, 320 cu.
in. displ. Speeds 1500 to
3000 rpm.

Speedy, rugged, compact, dependable, profitable—
7 Gasoline Models: 7 hp. to 140 hp.

3 Spark Diesel Types: 42 hp. to 140 hp.

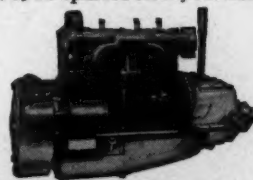
NEW Full Diesel 65 hp. at 1900 rpm for steady service.

"ARROWHEAD"

25-45 hp., 4 cyl., 3 1/2 in. bore,
4 1/2 in. stroke, 186 cu. in.
displ., 1000-2000 rpm.

"ARROWHEAD JUNIOR"

20-40 hp., 4 cyl., 3 1-4 in.
bore, 4 in. stroke, 133 cu. in.
displ., 1000-3000 rpm.



RED WING MOTOR CO., RED WING, MINNESOTA

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.

Cooper-Bessemer Develops New Gear

Cooper-Bessemer Corp., Mount Vernon, Ohio, has developed a reverse-reduction gear for marine service which is said to provide vessel performance heretofore attained only by Diesel-electric propulsion, but with simplicity and economy comparable to direct drive.

Named the Gehres Drive in honor of Hewitt A. Gehres, the Company's executive vice president and director of engineering, who conceived the design and supervised its development, it consists of two simple, rugged eddy current slip couplings connected to sturdy, compact reverse-reduction gears all enclosed in one housing with but one shaft opening. The only electrical equipment required besides the couplings is one generator of 3 to 5 kw. capacity for excitation, and three slip rings.

Due to the absence of mechanical contact between the engine and coupling, it is claimed that the control lever can be thrown from full ahead to full astern with no resultant damage or wear to engine, couplings or gears. The pilothouse control consists of one lever for complete control of speed and direction of rotation.

Another important advantage in the use of the eddy current coupling is the complete isolation of torsional vibrations between the engine on the one side, and the gears, shafting and propeller on the other. Furthermore, this torsionally flexible transmission minimizes damage in the event of sudden shock to the propeller from underwater obstructions. Any such shock only causes greater slippage in the coupling.

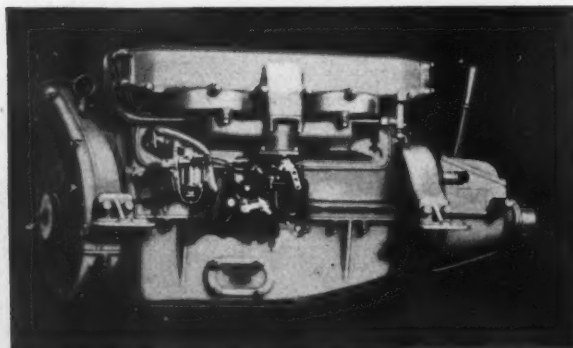
A four-page pamphlet describing the gear in detail and containing a cross-sectional view and a photographic illustration is available on request.

Link-Belt Offers Ice Crusher Booklet

A new 16-page illustrated booklet No. 2261 on Top-Icing with Snow Ice, using Link-Belt Ice Crusher-Slingers, has been published by Link-Belt Co., 307 N. Michigan Ave., Chicago 1, Ill., and is now available for distribution.

Since the development of early models of Link-Belt Snow-Ice Slingers for top-icing refrigerator cars and long-haul truck shipments of perishables, many new uses have been found, such as icing-up fishing vessels at docks.

The new book illustrates, lists and describes all of the various models of Link-Belt ice slingers now available, and contains numerous views of actual installations. The latest model to be added to the Link-Belt line is a Series 440 super-capacity portable crusher-slinger for heavy-duty service. This model is equipped with a short self-contained conveyor for automatically feeding 300-lb. cakes of ice into the crusher and reducing them to snow-ice at the rate of 40 to 50 tons per hour, slinging it through the discharge hose to either side of a dock without changing the machine's position.



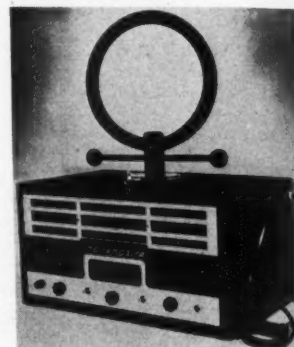
The Graymarine Six-226 gasoline engine. This model has a piston displacement of 226 cu. in. and a maximum power rating of 85 hp.

1948 Challengeair Marine Radio

The 1948 model Challengeair, product of Electronic Associates, Inc., Long Branch, N. J., is a combination direction finder, broadcast receiver, and radio-telephone of 25 watts output on four marine channels.

Built into this set is an electronic noise cancellation circuit which normally permits shielding and ignition harnesses to be eliminated. New type low-current drain tubes and heavy-duty, efficient power supplies are new features which are said to reduce the amount of battery drain.

Available for operation on 6, 12, 32, or 110 volts, the Challengeair is housed in a single rust-protected steel cabinet, crackle finished in marine enamel, 10½" high, 21" wide, 13" deep, and weighing approximately 50 lbs.



Challengeair Marine Radio

Slawter Joins Nordberg Sales Dept.

Clayton R. Slawter has been appointed a special representative in the sales department of the Heavy Machinery Division, Nordberg Manufacturing Co.

Prior to joining Nordberg, Slawter was associated with Gibbs & Cox, New York, naval architects, and with the U. S. Maritime Commission and he is a member of the American Society of Naval Engineers. His wide experience in the marine Diesel engine field will be utilized in connection with Nordberg marine installations.

Brownell Making Spun Nylon Twine

A new spun nylon heading twine for lobster pots is being produced by Brownell & Company, Inc., Moodus, Conn. Numerous tests among lobster fishermen have shown that the new product has the same handling qualities as conventional seine twine, and that well tied knots will not slip. It is said to have approximately twice the strength of cotton seine twine, with exceptional resistance to abrasion.

According to its manufacturer, the spun nylon will not rot in fresh or salt water, is not affected by oil, and does not require preservatives. The fact that the product is highly water-resistant, eliminates the need for drying the cord at any time.

The spun nylon twine is available in sizes No. 24, No. 30 and No. 36, which have been found to be adequate for lobster pot headings. The use of these comparatively small sizes is possible because of the added strength which the spun nylon possesses. The new twine also is adaptable for use in drag nets, where its light weight makes for easier handling.

Goodrich Issues Cutless Bearing Folder

The B. F. Goodrich Co., Akron, Ohio, has published a broadside featuring extensive data tables on its Cutless rubber propeller shaft bearings. Copies are available through both the manufacturer and Lucian Q. Moffitt, Inc., Akron, engineers and national distributors for the product.

The broadside points out the advantages of the Cutless rubber bearing in many operations, pictures the various types and some of the many craft which have had them in service. Data covers all pertinent points on the standard tubular type, the standard stern bearings with Cutless bearings and the standard flanged Cutless bearings.

"Monel is the best possible shafting"

says John Bruno of Bay State Fishing Co., Inc.

Here's a tip from a man who knows the facts and figures of commercial fishing. John Bruno is Treasurer of the Bay State Fishing Company, Inc., 18 T Wharf, Boston, Massachusetts. He has this to say about propeller shafting:

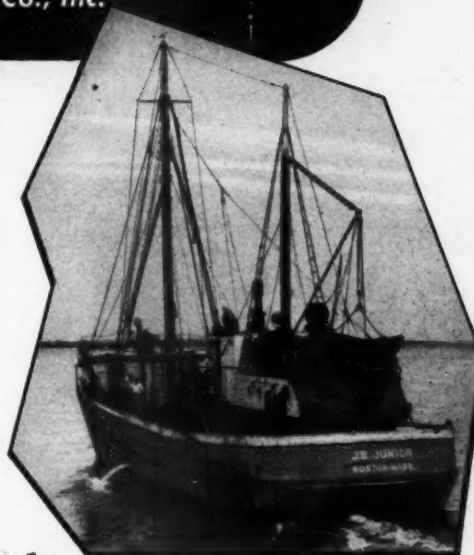
"In choosing a MONEL shaft for the J. B. JUNIOR, we felt we were selecting the best possible shafting."

Fishermen and fleet owners, from Canada to the Gulf, agree with Mr. Bruno! MONEL* shafting has the extra qualities that mean fewer lay-ups and lower repair bills.

Here is why your shaft worries will be fewer when MONEL swings your wheel —

- MONEL is rustproof.
- MONEL resists salt-water corrosion.
- MONEL is tough—less danger of breakage in heavy seaways or debris-laden waters.
- MONEL is hard—resists abrasion by mud and sand.
- MONEL is stiff. Less whip, less vibration mean less bearing wear.

You can get MONEL in all standard diameters. See your local boatyard for full information and prices.



THE INTERNATIONAL NICKEL COMPANY, INC., 67 WALL STREET, NEW YORK 5, N.Y.



Monel*

"It's the SEAGOIN* metal!"

*Reg. U. S. Pat. Off.

THE J. B. JUNIOR, 98-foot dragger, with a 7 inch diameter Monel propeller shaft, is a converted U. S. Navy mine sweeper, owned by Bay State Fishing Co., Inc., of Boston, Mass. The work of conversion was done at the General Seafoods Shipyard, Rockland, Maine.

How to Select

DANFORTH SIZES FOR Your Boat

Customers frequently ask: "What size Danforths do I need?" We wish we could give an exact answer, but the weight and shape of the boat, the holding ground, the scope of the anchor cable and exposure to wind and sea vary to an almost incalculable extent. The following is a rough guide to sizes many people use:

Maximum Length of Boat	"STANDARD"		"HI-TENSILE"		
	Working Anchor	Storm Anchor	Lunch Hook	Working Anchor	Storm Anchor
12 ft.	2½ lbs.	4½ lbs.	—	—	5 lbs.
20 ft.	4½ lbs.	17 lbs.	4½ (Std)	5 lbs.	12 lbs.
30 ft.	17 lbs.	30 lbs.	5 lbs.	12 lbs.	18 lbs.
40 ft.	30 lbs.	50 lbs.	12 lbs.	18 lbs.	28 lbs.
60 ft.	50 lbs.	75 lbs.	18 lbs.	28 lbs.	50 lbs.
80 ft.	100 lbs.	150 lbs.	28 lbs.	50 lbs.	75 lbs.
100 ft.	150 lbs.	200 lbs.	50 lbs.	75 lbs.	—

Write for folder "Estimating the Load on an Anchor"



★ All Sizes at Your Dealers Now



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MURPHY DIESEL MARINE ENGINES



Sales — Service — Parts

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OIL COMPANY, INC.**

State of Maine Distributors

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Tel. 2-6537

PORTLAND, MAINE

NO. 1

User Reports Prove FATHOMETER*

Helps Fishermen Catch More Fish

Monterey, Cal. †
"Fathometer sounded fish in broad daylight. We stopped and waited for nightfall on the school. Caught seventy ton of sardines."

Boston, Mass. †

"I've saved from two to three hours each day and gained an extra set since I've had a Fathometer."

Terminal Island, Cal. †

"During the last dark we made a set and brought in forty-five tons of sardines without seeing the school surface. We sized up the school by running back and forth over it getting a good flash at 10 fathoms in 70 fathoms of water."



Here is proof... tangible evidence as found in the excerpts taken from user reports . . . that

Fathometer enables fishermen to get larger hauls and make faster trips. But that's not the complete story, for in addition to catching fish, Fathometer helps in safe navigation, too. By following the contour of the sea bottom, it warns of reefs, shallows and other underwater obstacles . . . enables the skipper to bring the ship back to port even in fog and darkness.

Whether you fish inland waters, off shore or deep waters, Fathometer will help you find the fishing grounds, catch more fish, get to port faster and earn higher profits. Write for the complete facts today.

† Name on request

* Reg. U. S. Pat. Off.

SUBMARINE SIGNAL COMPANY SALES AND SERVICE

160 No. Washington St., Dept. 235, Boston 9, Massachusetts

Gentlemen:

Please send me complete information about the Fathometer.

Name _____

Address _____

Length of Vessel _____

Use
this
Coupon

Caterpillar Eastern Representative

Francis McNamara has been appointed Eastern division sales district representative for Caterpillar Tractor Co. The new appointee graduated from Worcester Polytechnic Institute with a degree in Mechanical Engineering and served in the Navy in Diesel engine work. He has been in the training department and a trainee-instructor in sales training since joining Caterpillar.

McNamara will represent the Company in contacts with Perkins-Eaton Machinery Co., Boston and Springfield, Mass.; Southworth Machine Co., Portland, Maine; and distributors in New Brunswick, Nova Scotia, and Prince Edward Island, Canada, and in Newfoundland.

Sprague Named to Baker Sales Position

Baker Ice Machine Co., Inc., has transferred Roger Sprague from the St. Louis district to the home office in South Windham, Me., where he will act as special representative in the sales department.

Sprague has been with the Baker organization since 1928, having originally entered the refrigeration and air conditioning business in 1910. He is a member of the American Society of Refrigerating Engineers and a Director of the Frozen Food Locker Institute, Inc.

Universal Booklet on Fitting-Out

A pocket-size booklet called "Springtime Fitting-Out Instructions" is being sent to fishermen on request by Universal Motor Co., 436 Universal Drive, Oshkosh, Wis. Covering engine fitting-out, this handy aid tells what should be done to the engine before launching to assure maximum performance. The jobs are listed in order and are clearly explained. Illustrations accompany each point to make the jobs even easier and a list of the tools and other requisites for the complete program is given. Also included is information on how to order replacement parts for all Universal models up to 21 years old.

Willard Replacement-Sales Manager

G. A. Borchik has been appointed manager of replacement sales for Willard Storage Battery Co. In this new position, he will assume responsibility for customer relations, distributing channels and facilities and distributor sales performance.

Joining Willard in 1927 as a district representative, Borchik became district sales manager in the Chicago territory in 1939. Prior to his recent appointment he served as manager of related products development, an assignment he assumed in 1946 and continues to hold in addition to his new duties.

Wire Rope Handbook Now Available

The Wire Rope Institute, a national organization with a membership representing most of the country's wire rope manufacturers, has published an attractive, 2-color combination catalog and handbook for general distribution to wire rope users.

This new 119-page publication, "Wire Rope", prepared and edited by the Institute's Technical Committee, contains a wealth of useful information in selecting, buying and using of wire rope, along with data on fittings attachments, splicing, and other related subjects. Copies are available through the Wire Rope Institute, 1044 Shoreham Bldg., Washington 5, D. C., Dept. 711.

Osco Distributor for Tachometers

A new release to the marine instrument field is the 4" Series J tachometer distributed exclusively by Osco Motors Corp. of Philadelphia, Penn.

This compact new D'Arsonval rpm. indicator requires no auxiliary batteries and is claimed to be accurate to 2%. It may be used on single or multiple cylinder engines of two or four cycles and the silver relay contacts are lifetime guaranteed.

Readings are not affected by vibration, voltage variations, direction of rotation, length of leads or atmospheric temperature changes. The instrument may be bezel mounted, cowl mounted or attached to steering columns and no special engine couplings or adapters are required.

HATHAWAY'S

Has the Most Complete Stock Available

BRONZE AND MONEL PROPELLER SHAFTS

SIZES 3-4 in. to 6 in.

LENGTHS 8 ft. to 20 ft.

HATHAWAY FLAX PACKED STERN BEARINGS AND INSIDE STUFFING BOXES
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PROPELLERS IN ALL SIZES

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JEFFERSON-TRAVIS

1948 35 WATT SET



Jefferson-Travis equipment on August 28, 1936.

MANY MAKE CLAIMS BUT — FACE FACTS

Through the years among New England commercial fishermen, men who depend on marine radiotelephone for their lives and livelihood, Jefferson-Travis equipment has been the dominant choice.

49% PREFER JEFFERSON-TRAVIS

49% of New England commercial fishing vessels equipped with marine radiotelephone own Jefferson-Travis installations. These figures were compiled from an unbiased survey by a leading New England Mariners Assoc.

PIONEER IN MARINE RADIOTELEPHONE

The records of the New York Telephone Company show that the first commercial call through the New York Marine Operator was made with

From its new home in the Port Authority Building, New York, augmented by Emerson Radio's additional facilities, Jefferson-Travis offers commercial fishermen the finest quality and value in marine radio. Write for the new pamphlet, "35 Honest Watts", describing Model 351 designed to meet the specific requirements of commercial fishermen and your boat. Information also available on other models and coastal network service facilities.

NEW ENGLAND DISTRIBUTOR

MARINE HARDWARE AND SUPPLY CO.
390 ATLANTIC AVE. BOSTON, MASS.

Best Bet! STARR NET



You can't fool a smart fisherman; especially when it comes to netting. Smart fishermen know dependable performance and lasting quality in netting. That's why they choose STARR.

STARR NETTING
STAR PERFORMANCE

QUALITY OF PRODUCT MAKES STARR
AN OUTSTANDING NAME IN NET-
TING. A LEADER FOR OVER 50 YEARS.

A. M. STARR NET CO.
EAST HAMPTON CONN.

EDERER NETTING

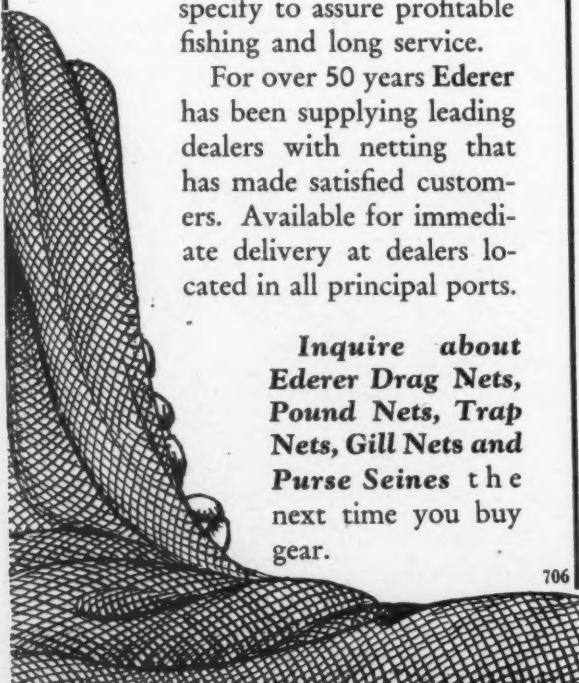
Foremost in QUALITY

for over 50 years

Atlantic Fishermen know from past experience that Ederer Netting is the finest grade money can buy—Because Ederer Netting is made from the best grade twine, woven into strong, durable nets under the guidance of expert craftsmen with the aid of the latest type machinery, and thoroughly inspected to assure our customers of strongly tied knots and flawless netting. The mesh and selvage are made just as you specify to assure profitable fishing and long service.

For over 50 years Ederer has been supplying leading dealers with netting that has made satisfied customers. Available for immediate delivery at dealers located in all principal ports.

**Inquire about
Ederer Drag Nets,
Pound Nets, Trap
Nets, Gill Nets and
Purse Seines the
next time you buy
gear.**



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BALTIMORE - MIAMI

SOUTH CAROLINA

Want Oyster Season to Start Earlier

A bill that was before the House Fish, Game and Forestry Commission the middle of March would add September to the present oyster season, which runs from October 1 to May 1. Oystermen maintain that all or most of their competitors in the raw oyster industry from neighboring States open their seasons on the first of September, which puts South Carolinians at a marked disadvantage as they cannot supply customers that month. The oystermen further point out that September is the best month for sales, since the demand dwindles later in the season and the oysters commence spawning.

Bill Would Strengthen Shrimp Licensing Laws

Rep. T. Legare Rodgers of Beaufort has revealed that he plans to introduce a bill which would require applicants for resident shrimp trawling licenses to have lived continuously in South Carolina for 2 years. The bill was requested by the State Board of Fisheries, in order to strengthen existing laws affecting the granting of shrimp licenses.

At present, the State charges \$25 as a license tax from resident shrimpers and \$2,500 from non-residents who have not been shrimping in State waters for the last 3 consecutive years. As no applications have been received for \$2,500 licenses since the law was passed last year, legislators have thought that several non-residents have been able to secure resident licenses through the loose wording of the regulation.

Shrimp Trawler "Rosie" Launched

The 40' x 13' shrimp trawler *Rosie*, constructed by W. H. Edwards and T. C. Dukes of Waylyn, was transported to the port terminals and launched March 16. The vessel, owned by Mr. Dukes, is the second of two trawlers built by the men. The first trawler, owned by Mr. Edwards, was launched at the end of January. Blueprints for the vessel were drawn by Mr. Dukes, and the total cost of each trawler complete was expected to run around \$3,000.

An unusual feature in connection with construction of the boats was that both of them were built on a series of posts placed under the keel and anchored in the ground rather than on any type of cradle or scaffolding.

After launching, the *Rosie* was towed to Rockville, where both craft were to have rigging, engines, pilot houses and decking installed. The vessels were expected to be ready for service about the middle of April.

Proposes Setting Up of Fisheries Board

The newly organized South Carolina Seafood Producers Association, Inc., which maintains headquarters at Beaufort, recently proposed to members of the State Senate that the present State Fish Commission be abolished, and that a 7-man board composed of 3 members of the South Carolina Conservation Association, 3 members of the South Carolina Fishermen's Association, and one member appointed by the Governor, be established.

"Albatross III" Dedicated

(Continued from page 15)

On the port side of the forecabin is the plankton room. It has a Dutch door and a working platform built into the side of the ship, which is lowered when towing plankton nets. Directly over this door is the plankton net boom and the plankton winch is located in the trawling winchroom, port side.

The living quarters provide comfortable accommodations for the ship's personnel. The skipper's stateroom is located aft of the chartroom. The officers', mates' and engineers' rooms are located aft of the engine room on the main and lower decks. The scientists have four staterooms located around the wardroom on the lower deck forward of the galley and crew's mess. A stateroom for the steward and cook is located on the starboard side just forward of the crew's mess. The crew's quarters are located in the forecabin lower deck.

HUDSON MARINE RADIO TELEPHONES



The "MASTER MARINER"

After careful consideration, Capt. Michaels selected a Hudson Marine Radio Telephone as part of his fine equipment to help him operate on an unvarying daily schedule. The unfaltering service rendered by his Hudson equipment has proven the wisdom of this skipper's choice.



CHARTER FISHING BOAT "AMERICA" OF SHEEPSHEAD BAY
CAPT. J. MICHAELS, owner and operator

With more than 20 years experience in the field of electronic engineering, HUDSON pioneered in developing and manufacturing Marine Radio Telephones. The excellent quality of this equipment is proven by the large number of HUDSON MARINE RADIO TELEPHONES now in daily use, serving their owners faithfully with dependable and economical communication.

Hudson American's superbly styled new models are ruggedly built of the finest materials, in one compact unit. Low battery power consumption—rust-proofed and tropicalized for complete protection, they are ideally suited to every requirement of commercial marine communication.

Equip your craft with the reliable HUDSON AMERICAN MARINE RADIO TELEPHONE.

Write for detailed information

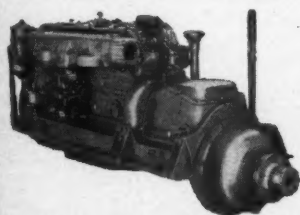
HUDSON AMERICAN CORPORATION

A subsidiary of Reeves-Ely Laboratories, Inc.

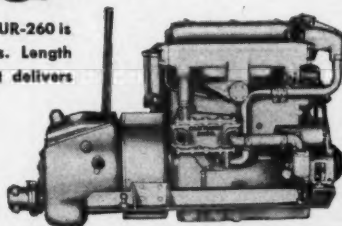
25 WEST 43rd STREET, NEW YORK 18, N. Y.



GASOLINE OR DIESEL Workboat Engines 16-150 H. P.



GRAYMARINE DIESEL FOUR-260 is establishing fine records. Length 54", weight 1500 lbs. It delivers 55 h.p. at 1800 rpm, available with reduction gear ratios to 3.2:1. Fresh water cooling is standard.



Write for your free copy of Gray's 52-page illustrated catalog, which will be mailed promptly, without obligation.

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PROPELLERS AND FITTINGS
give fine performance
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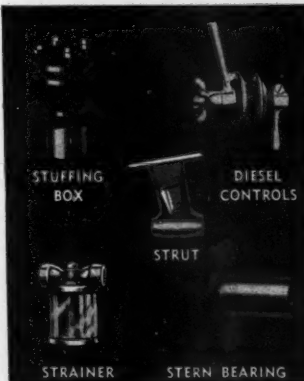


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Make sure of best results. SPECIFY

Columbian manganese bronze propellers machine ground pitch, and new metal bronze fittings—strong, dependable. Send for free catalog.

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RED WING-ARNOLT

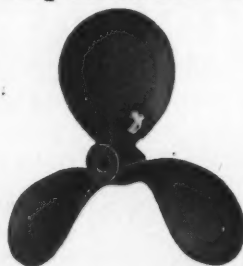
ONE
OF
MANY
THAT
RELY
ON



Dependable



The "High Liners" must have
efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine



N. Y. Clam King Retires

J. Edwin Treacle, known from Maine to Florida as "the clam king", is retiring from active business, having sold his business at 21 Fulton Fish Market, New York, which he operated 47 years, to Jos. H. Carter, Inc. The stand and good-will were sold, but not the name.

The great wholesale seafood commission business, which was built on the foundation of Mr. Treacle's personality, perseverance and hard work, is one of the best known in the country and handles tremendous quantities of oysters, clams, shrimp, scallops, crabmeat, lobster and fish.

The entire personnel of the Treacle organization will remain under the new ownership. Shellfish department will continue under the personal supervision of Frank Merrill. Raymond Brown will be in charge of the seafood production and sales.

Islip Cove Open

Islip Cove was opened on Monday, April 5 for the transplanting of hard clams. No shellfish taken shall be offered for sale to anyone except wholesale shellfish dealers or individuals who possess lots on which to plant the clams. The privilege is also extended to private lot owners to plant their own catch in the event they do not desire to sell. No shellfish shall be taken on Saturday or Sunday. The area will remain open through Friday, April 16.

Greenport Prepared for Scallop Season

The *Norman Bailey*, skippered by Bob Cooper, and several other Greenport boats, were getting ready for the scalloping season, the early part of March.

Several of the Greenport boats, including the *West Coat*, *Hiwal*, and Rodman Pell's *Fishhawk*, were planning to go to Port Jefferson for flounders.

Flounders are in season now. The *Emerald* made her initial Spring trip and got 200 lbs. the first day. The *Giant* will sail to flounder grounds soon.

N. J. Striped Bass Bill Opposed By Commercial Fishermen

The controversial striped bass measure reached the floor of the State Senate Monday, March 29 after more than a decade of confinement in committee.

Sen. W. Steelman Mathis (R. Ocean), chairman of the Game and Fisheries Committee, released the bill banning netting of striped bass despite his personal opposition. He said a majority vote at a Republican caucus required him to do so under new Senate rules.

Favored by sportsmen, the bill would limit striped bass catching within 3 miles of the coastline to hook and line fishermen.

Commercial fishermen, who have stood behind Mathis in opposition to the bill, were represented as still harboring "bitter objections." While admitting their chances were slim in view of latest developments, Capt. David H. Hart of Cape May, representing the Fishermen and Sea Food Workers of New Jersey, said commercial interests would fight to stop enactment of the bill.

More Oyster Ground Under Lease

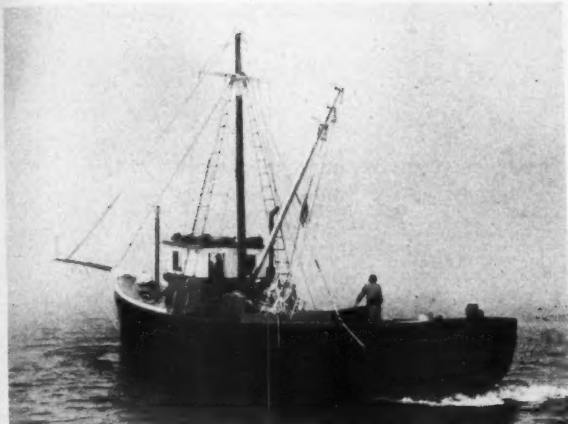
The number of acres of leased oyster ground in Delaware Bay, N. J. as of the early part of March was 31,430, as compared to 29,249 on June 30, 1947, or a jump of over 7% in spite of an increase in rental rates from 50c to \$1.00 per acre.

Navigation Markers Replaced

Work was completed by the State Department of Commerce and Navigation March 12 on the replacing of navigation markers from Cold Spring Inlet to Ottens Harbor. Fishing boats were having difficulty reaching harbors in the vicinity safely as a result of the defective markers.

Jesse Shivers Dies

Stricken while aboard his fishing boat *Anna F.*, Jesse Shivers of Wildwood, 55, died at Wachapreague, Va. March 19. Capt. Shivers had left the previous day with his crew for mackerel fishing. He was a member of the Wildwood Fishermen's Assn.



The 57' dragger "Three Pals" owned by Capt. Jules Avilla of New Bedford. She is equipped with a 165 hp. General Motors Diesel, Federal propeller, Hathaway winch, Willard batteries.

New Bedford Boat Breaks Up On No Mans Land

The 56' New Bedford fishing vessel *Smilyn*, co-owned by her skipper, Capt. Edward Sanchez of New Bedford, and Frank Reiss of Jamestown, R. I., ran aground on uninhabited No Mans Land in a snowstorm March 10 and was wrecked in less than half an hour. The skipper and 4 crew members escaped in a small sharpie, but were marooned on the Island until the 12th, when Capt. Sanchez and one crew member rowed several miles to the dragger *Princess*, which was anchored off the Island, and radioed for assistance. A Coast Guard picket boat from the Gay Head station was dispatched to the scene, and the fishermen were taken to the Vineyard.

"Junojaes" Lands Big Groundfish Trip

The largest trip of groundfish landed in New Bedford in more than a year was the 114,200-pound haul brought in March 19 by the 90' dragger *Junojaes*. Almost half the catch, 56,000 lbs., was haddock, and there were 35,000 lbs. of scrod. Five other draggers had trips on that day, bringing the landings to 249,400 lbs., the largest total in many weeks.

New Bedford scallopers made 72 trips in February, landing 46,345 gallons of the bivalves as compared with 22,605 gallons in January. High-liners for the month were *William H. Killigrew*, 1,900 gallons; *Ursula M. Norton*, 1,750 gallons; and *Mary R. Mullins*, 1,700 gallons.

Two Vessels Change Hands

Joseph E. Theberge of Fall River bought the dragger *Alice J. Hathaway* at auction March 25 in Fairhaven.

Capt. Martin Mortensen has purchased the 56' dragger *Barbara M.*, and is operating her out of New Bedford.

Several Boats Get New Engines

Palmer Scott and Co., New Bedford, installed a new 225 hp. Gray engine during March in the 52' dragger *Whitewater* of Orleans, owned by Lawrence Knight. The 45' dragger *Gull* of Fairhaven, owned by Robert Walsh, was on the ways during the month for installation of a new 165 hp. Gray engine.

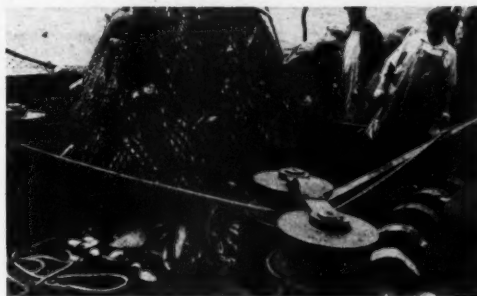
The 83' dragger *Doris Gertrude*, owned by Capt. Johan Johannesson of New Bedford, has been repowered with a 180 hp. Superior Diesel at Hathaway Machinery Co. The vessel is equipped with a Monel shaft, 50 x 33 Columbian propeller and Hathaway 639 port angle winch.

The 50' dragger *Driftwood* owned by Capt. Harold Mills of South Dartmouth, Mass. recently was hauled out at Casey Boat-building Co., Fairhaven for the installation of a new 90 hp. General Motors Diesel and new 8234 Hathaway winch.

Loran equipment has been installed aboard the 59' New Bedford dragger *Connie F.*, owned by her skipper, Capt. George H. Fisher.

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Vineyard Bailings

By J. C. Allen

Spring has arrived, and March has gone astern, thanks be. Somehow with every passing month of this year we have felt pleasure in that it had gone to leeward even though we were that much older. Personally we don't see how the average human radish can take much pleasure in life when the weather is down to zero, or blowing a gale and snowing. Unless, of course, he can afford to spend his Winters in Florida, or several hundred miles farther south where it is really warm.

The month brought no real news or novelties as far as the week-to-week program of fishing was concerned. The studious cuss probably could sift out omens, portents and signs from the happenings, of which we will mention a few.

The local catch ran to the usual varieties, cod, haddock, yellowtails, blackbacks, some flukes and butters, and maybe a few tilefish dragged out of the deep water off the edge of the bank.

One pod of yellowtails struck inshore, which, we figure, is a natural thing for fish to do in the spawning season. A few boats landed on 'em, in the morning. By night the fleet numbered 40 and there were still more coming and the drags had slacked up until the boats weren't getting a bushel of fish in the bag. 'Tis a grand scramble, mates, and you may lay to that. Just how it will end, we don't know.

Boats Damaged by Ice

The boats and vessels suffered some from contact with ice during the season, and those damages showed up worse during March, somehow. Electrolysis, the nightmare of every power boat owner, appeared too, and God knows how or why, but we beheld the spectacle of a good, husky vessel, maybe not quite new, but certainly not old, with virtually every cussed fastening eaten off in both sides. Was it ice, or water or what the devil, that caused it? Plenty of lads would like to know.

Sometimes when we hear of the loss of a vessel with all hands we wonder if this curse had anything to do with it. A year ago we saw a fellow haul out with every one of 5 trunnels in his stem-knee eaten plumb off, right in the middle. Almost anything could have happened to him under the proper circumstances.

Change in Habits of Cod

Now we have believed for the past 6 to 7 years that the habits of the cod have changed—not to something new, but rather that they have gone back to something old. Despite the fact that New England cod landings have been reported on the decline recently, we have found that there are more cod than usual running in shoal water and on rocky bottom where nets can't be used, and we have observed that hook-and-line fishermen and occasional traps are getting more fish than they did a few years ago. How widespread this movement may be we wouldn't know, but it is very noticeable in certain areas with which we are familiar.

Haddock Landings Show Gain

The thing that really seems significant to us is the fact that haddock landings for the first 9 months of 1947 showed an increase as compared to the year before. We know that haddock catches have continued to increase, in our own area, ever since, and some of the largest hauls were made in March.

All hands will recall that the Government has been worried most over the disappearance of the haddock. Yet there has been no let-up in general fishing so far as we know. On the contrary, it has continued as intensively as wind and weather would permit. No one would expect landings of any variety of groundfish to increase particularly, under those conditions.

It doesn't look to us as if we are too far, too cussed far, from a balance when it comes to fishing. It does seem as if most areas are overfished, but how much over is difficult to say. Yet when a thing like this happens there has to be a reason, and the most logical one is more fish. Maybe they grew, maybe they swam from Greenland, or maybe they have been there all the time. No one knows. But it all adds up to the theory that even a very little rest in any one area means better fishing without too much delay. Plenty of sea-skimmers will admit it, but none of 'em want to be first to suggest it.

New Brunswick Report

By C. A. Dixon

Weir Building and Repairing

Fishermen of Southern New Brunswick turned their attention to weir building and repairing during March, following the most severe Winter experienced in years. Not much headway was made, however, until the last week of the month due to backward weather conditions. As April came in, sardine herring appeared inshore, and rush work was undertaken.

The ice conditions which threatened the destruction of their property along the shores and on the islands did not become serious enough to cause the heavy loss that was anticipated at one time. However, much repair work will have to be done on some of the weirs before they will hold fish. The extremely high prices for weir material and twine netting have brought the total cost of a weir of average size to several thousand dollars, in addition to the wages of the workmen employed in building it. Oftentimes the operator builds the weir and tends it for a share of the gross proceeds, usually on a fifty-fifty basis. The price of sardine herring is \$25.00 a hoghead.

Purse Seiners Have Been Producing Steadily

Production of sardine herring by purse seiners operating gear in the Deadman's Harbor-Maces Bay region has been unusually steady, which is attributed by fishermen to the use of electronic depth recorders. Several of the boats were equipped with these instruments during the Winter, and many more will have similar installations before next Winter. It is said that the recorders can locate schools of fish which could not be detected by the weight-and-string method of feeling for the fish.

Young Has New Sardine Carrier

One of the latest additions to the New Brunswick fleet is a sardine carrier owned by Capt. Cyril Young of Leonardville, who freights fish for the Machiasport Canning Co., Eastport, Me. The vessel is of 50-hogshead capacity, and is powered with a Gray engine.

Two of Young's brothers, Melville and DeCosta, are having a new weir built at Deer Island.

Production of Herring Scales Satisfactory

Production of herring scales in March and during the Winter was satisfactory, according to Charlotte County fishermen. Most of the scales produced during the Winter came from sardine herring taken in purse seines. However, toward the latter part of March some scales were obtained at weirs along the mainland shore. The demand for scales has been good, and the prices paid for them range from 20 to 25c a pound.

New Sardine Canneries

A new sardine cannery, under the management of L. C. Cook and Robert Green, is now doing business at Seal Cove, Grand Manan, N. B. The cannery employs 50 persons at present, but more workers may be employed as the business grows. Cook and Green are co-directors of the concern.

Another new factory unit is that now being fitted out by H. W. Welch, Ltd. at Wilson's Beach, in which village the firm has been operating a smaller plant for some years.

Funds for Wharves and Breakwaters

Among the Federal appropriations for wharves and breakwaters in Charlotte County, N. B. were grants for those located in several fishing villages at Deer Island, Campobello, and Grand Manan, as well as at other places on the mainland shore. The amount of money available for the work totals \$901,000.

The Canadian Government for many years has followed the policy of providing wharves and breakwaters in all the fishing villages of the coast, to protect fishing boats and provide the people of the fishing villages with a convenient means of handling passengers, mail and freight.

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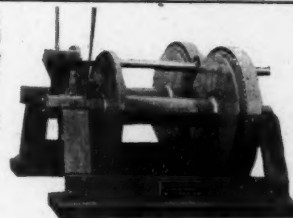
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- Aero-Marine Radio Laboratory, Stonington, Conn.
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- Murray & Tregurtha, Inc., 12 Hancock St., Quincy 71, Mass.
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*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
Southworth Machine Co., 30 Warren Ave., Portland, Me.
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 John A. Roebling's Sons Co., Trenton 2, N. J.
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The Sounding-Lead

(Continued from page 9)

In some cases, canned and fresh fish have been substituted for frozen fish because of availability. Home economists of the Fish and Wildlife Service, in cooperation with home economists of the Department of Agriculture, are said to be enthusiastic over the tests they have been performing in schools. Some schools, it is reported, which were not chosen to participate in the experiment, have purchased fishery products with their own funds and are much pleased with the results. The tests have revealed that children apparently like fish if it is properly prepared.

The home economists of F&WS and Agriculture are responsible for 6 recipes which have been reproduced in a leaflet gotten out by the Department of Agriculture entitled "School Lunch Recipes Using Fish." They cover baked fillets, baked fillets in Spanish sauce, oven-fried fillets, fish loaf, fish salad and fish shortcake. All these recipes are for 100 portions.

STATE DEPARTMENT

Under Secretary of State Robert A. Lovett has informed Senator Magnuson and Congressman Tollefson of Washington that a "special assistant to the Secretary of State for fisheries" will be named in the near future. This official will report to Mr. Lovett, who said that work concerning United States fisheries as related to International fisheries hereafter will be on a higher level.

The State Department has reached an agreement with the Fish & Wildlife Service of the Interior Department for greater cooperation on International matters. The Interior Department will advise the State Department at all times on the need for International action in the field of International fisheries and wildlife relations, will prepare studies and reports on the foreign and domestic scientific and technological aspects, and will advise the Department of State during International negotiations.

ARMY BUYING

The procurement planning subcommittee of the Cabinet Committee on World Food Programs has recommended that the Department of the Army procure fish and other food commodities used for all purposes by the Army.

From the 1948 pack the Army plans to make the following purchases, in dozens of No. 1 cans: sardines, 517,667; salmon, 857,750; tuna, 646,781.

Quartermaster Purchase Offices at the following addresses handle the purchase of foods for the Army: 111 E. 16th St., New York, N. Y.; 1819 W. Pershing Drive, Chicago 9, Ill.; and Oakland Army Base, Oakland 14, Calif.

Firms having stocks of canned fish to sell should contact these offices and request that they be placed on their mailing list to receive invitations to bid on subsequent requirements.

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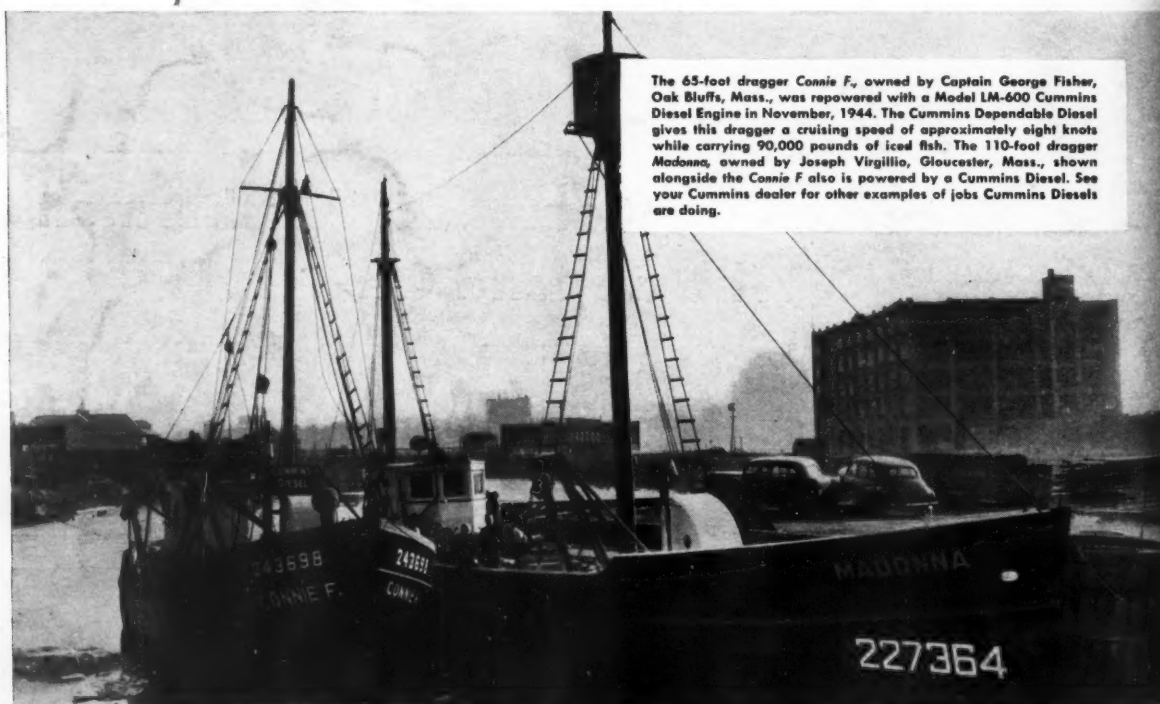


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